



U.S. Department
of Transportation
**Federal Aviation
Administration**



SDR

Service Difficulty Reporting

January 25, 1998 - January 31, 1998 Summary

AIR CARRIER, ZAC-326

You can improve Air Safety by reporting the problem when you see it!

SECTION

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- II Domestic Service Difficulty Report
- III International Service Difficulty Report
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ISSUE: 98-05



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SDR SUMMARY

Air Carrier, ZAC-326



This summary includes domestic (United States) Service Difficulty Reports (SDRs) (which are the same as mechanical reliability reports or MRRs) entered into the data base for aircraft weighing over 12,500 lbs. All helicopter are excluded from this report (see the General Aviation SDR Summary, ZAC-327). A separate section for International SDRs for aircraft weighing over 12,500 lbs. has also been included. Under a data exchange agreement, International SDRs are submitted to the FAA by the Civil Aviation Authority of other countries (currently, Canada - CAN, and Australia - AUS). All reports are sorted by aircraft make, model group (basic model), and Joint Aircraft System/Component (JASC) code. Within each aircraft model group, the specific model shown may vary, but similar types of reports will be grouped together and listed in ascending order by their JASC code. Each field contains all information submitted to the FAA. Some fields are not included in order to make the summary easier to read. Reports of significance are highlighted with a star border. Additional information may be obtained by referring to the "operator control number." Send your request to the Aviation Data Systems Branch, AFS-620 at the address or phone below.

The Regulatory Support Division (AFS-600) has established a "HomePage" on the Internet through which the same information is available. There is a large quantity of other information available through the AFS-600 HomePage such as the most current SDR system codes (i.e., Joint Aircraft System\Component Codes). The SDR Question and Answer Section of the Summary will also be transferred to the AFS-600 HomePage to simplify the process of preparing the SDR Summaries in the PDF format each week. There are "hot buttons" to take you to other locations and sites where FAA Flight Standards Service Information is available. The AFS-600 "HomePage" address is:

<http://www.mmac.jccbi.gov/afs/afs600>

“The Service Difficulty Reports in this publication are derived from unverified information submitted by the aviation community without FAA verification for accuracy. The number of SDRs submitted is not an indication of the mechanical reliability or fitness of an airline or individual operator, and the information should not be used as such.”

Comments are welcomed and may be directed to:

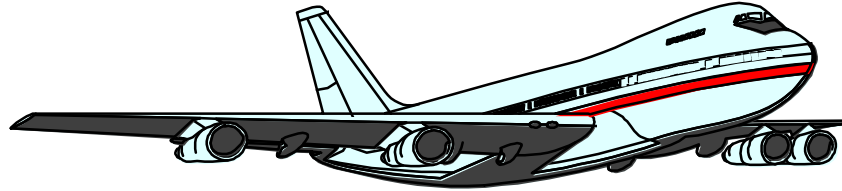
*Federal Aviation Administration
Aviation Data Systems Branch, AFS-620
P.O. Box 25082
Oklahoma City, OK 73125-5029
Phone: (405) 954-4171, Fax: (405) 954-4748*

Your continued participation is essential and is an integral part of ensuring aviation safety. Thank you for supporting the Service Difficulty Program! If you have any questions regarding this special notice you can contact John Jackson at (405) 954-6486, or Jim Gillespie at (405) 954-1141, or Blake McDonald at (405) 954-0307 in the Aviation Data Systems Branch (AFS-620). Their E-mail addresses are:

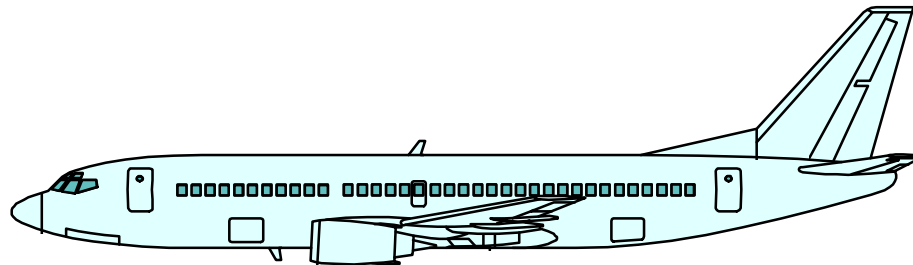
john_e_jackson@mmacmail.jccbi.gov

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SIGNIFICANT OCCURRENCE REPORT





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THE SIGNIFICANT OCCURRENCE REPORT



The Significant Occurrence Report is a compilation all of the star bordered reports that appear in the Air Carrier Service Difficulty Report (SDR) Summary, ZAC-326. The Significant Occurrence Report is used to highlight industry problem areas to field inspectors and the aviation public.

Limited analysis is performed by the Aviation Data Systems Branch, AFS-620 during the preparation of the "Significant Occurrence Report", which is generated each week and is included in the front of the Air Carrier SDR Summary. Significant Reports are hand selected by AFS-620's inspectors based on the individual merit of each report. The criteria for selection includes, but is not limited to, items that indicate high failure rates; items related to accidents or incidents; or design or maintenance failures which may affect the safe operation of the aircraft.

In some cases, this limited analysis of SDR data leads to the preparation of information bulletins which are routed to the appropriate product certification office for further investigation of the problem. The end result may be the issuance of an airworthiness directive (AD) by the Aircraft Certification Service (AIR) if warranted.

The Significant Occurrence Report (section I) of the weekly SDR Summary is not intended to be a summary of all significant events and should not be used as such. We recommend that you review further the applicable sections of the SDR summary that may be of interest.

Immediately following the Significant Occurrence Reports is the Significant Occurrence Report Index. This index provides a historical perspective to the selected Significant Occurrences Reports, and can be useful in helping to identify potential trends. All SDR's with the same part number are compiled; sorted by year and aircraft model; and then the totals are calculated for each part number. Remember, the index includes part numbers of the suspect "Part" causing the problem, only if the part number is provided in the current week's star bordered SDR's.

SIGNIFICANT OCCURRENCE REPORT

1/25/98 - 1/31/98 ISSUE: 98-05 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
2150	861AE	BAG				ACM	OVERSERVICED		12/18/97
	861	JETSTM3201				51590000	CABIN AIR		98ZZZX322
*****	WHILE PERFORMING A FLIGHT IDLE DESCENT RATE CHECK FLIGHT, THE COCKPIT FILLED WITH SMOKE. THE CAPTAIN DECLARED AN EMERGENCY AND STARTED EMERGENCY PROCEDURES. THE SMOKE SMELLED LIKE OIL. THE CAPTAIN SHUT OFF BOTH BLEEDS. THE SMOKE STOPPED AND THE SMELL DIMINISHED. GROUND CHECKED AND FOUND THE LT ACM OVERSERVICED. PROPERLY SERVICED BOTH ACM'S AND RAN AIRCRAFT ON THE GROUND FOR OVER AN HOUR. NO FURTHER DISCREPANCY WAS NOTICED.								
2160	962AE	BAG				TEMP VALVE	STUCK		1/9/98
SABA	962	JETSTM3201				7252C000	LEFT		SABA980003
*****	LEX - FLT 5214 - FLIGHT FROM LEX TO CLT, ON CLIMB-OUT, CREW OBSERVED A SMELL LIKE PLASTIC BURNING. A FEW SECONDS LATER THE LT BLEED AIR LIGHT CAME ON AND WOULD NOT EXTINGUISH. THEN SMOKE BEGAN TO FILL THE COCKPIT FROM THE CENTER CONSOLE. CREW TURNED OFF THE LT FLOW PACK. SMOKE CLEARED THE COCKPIT, IN-FLIGHT EMERGENCY DECLARED. ACFT RETURNED TO LEX WITH NO OTHER PROBLEMS. MAINTENANCE CREW DEPLOYED. MAINTENANCE FOUND THE LT TEMP CONTROL VALVE STUCK IN THE OPEN POSITION. LEFT BLEED AIR DEACTIVATED AND DEFERRED TO MSL NR 01998-03C. ACFT RETURNED TO CLT FOR REPAIR. REMOVED AND REPLACED THE LT TEMP CONTROL VALVE. SYSTEM RUN AND OPS CHECKED GOOD. AIRCRAFT RETURNED TO SERVICE 1-10-98 AT 1240 HOURS. (X)								
5312	222HX	BELL				BULKHEAD	CRACKED		1/14/98
RMXA	47533	222U				222031056103	BS 270		98ZZZX324
*****	FOUND 2 EACH CRACKS IN AFT MAIN ROOF BEAM AT LT NODAL BEAM SUPPORT. BS 270, WL 79.0, LBL 9.90.								
3231	390SW	BOEING				MECHANISM	OUT OF ADJUST		1/17/98
SWAA	26593	7373H4					NLG/LT MLG DOOR		SWAA980084
*****	AFTER TAKEOFF, CREW REPORTED A VERY PRONOUNCED SIDE TO SIDE VIBRATION, YAW DAMPER WAS THEN TURNED OFF, NO HELP. DIVERTED TO PHX AND MADE AN UNEVENTFUL LANDING. REPLACED RUDDER PCU AND YAW DAMPER COUPLING AS A PRECAUTION PER BOEING M/M. AFTER FURTHER TROUBLESHOOTING AND TEST FLIGHTS, DURING GROUND GEAR RETRACTION TEST, FOUND NOSE GEAR AND LEFT MAIN GEAR DOORS OUT OF ADJUSTMENT.								
3233	9032U	BOEING	PWA			ACTUATOR	CRACKED		7/6/97
UALA	19070	737222	JT8D7B			6544910	LT MLG	7347	97UAL900549
*****	LT MLG ACTUATOR OUTBOARD ATTACH LUG (HEAD END) WAS FOUND BROKEN IN HALF. THE HALF THAT WAS BROKEN OFF WAS FOUND IN TWO SEPARATE PIECES NEAR THE TRAILING EDGE PANEL. THE ACTUATOR WAS RETAINED IN POSITION BY THE GEOMETRY OF THE ACTUATOR BEAM ASSEMBLY. NO LANDING GEAR OPERATIONAL IRREGULARITIES PREVIOUSLY REPORTED.								
5320	29MM	CESSNA				DOUBLER	CRACKED	7936	12/15/97
HBCA	402B0863	402B				52130452	NLG RT WELL SKIN		98ZZZX347
*****	DURING A 100-HOUR INSPECTION, THE MECHANIC NOTICED A TEAR IN THE RIGHT SIDE OF THE NOSE GEAR WHEELWELL SKIN UNDER THE DOWNLOCK HINGE BRACKET (CESSNA BRACKET PART 0842105-2). THE DOUBLER THAT ATTACHES TO THE SKIN/BACKET ASSEMBLY (DOUBLER CESSNA PART 5213045-2) WAS ALSO CRACKED/BROKEN. SUBMITTER STATED THIS PROBLEM IS MOST COMMONLY FOUND ON THE LEFT SIDE, THE ABOVE MENTIONED BRACKET ON THE LEFT SIDE ACTUATES OR CYCLES THE GEAR. THE PROBLEM COULD BE ASSOCIATED WITH ICE BUILDING (OR FORMING) ON THE LEADING EDGES OF GEAR DOORS CAUSING A PARTIAL BIND WHEN TRYING TO CYCLE THE GEAR.								
3222	5114	CESSNA				STRUT	MALFUNCTION	370	12/1/97
	7500017	750				67420607	NLG		98ZZZX339
*****	THE AIRCRAFT DEPARTED DTW AND ON CLIMB-OUT, THE LANDING GEAR HANDLE WOULD NOT MOVE TO THE RETRACT POSITION. THE AIRCRAFT RETURNED TO DTW AND MAINTENANCE WAS ABLE TO DUPLICATE. UNDER CESSNA'S RECOMMENDATION, NEW SB 750-32-05 AND SB 750-32-10 INCORPORATED TO ELIMINATE PROBLEMS IN NOSE STRUT EXTENSION.								
7230	178RV	LKHEED	ALLSN			COMPRESSOR	FAILED	36412	1/23/98
RAAA	188C2010	188C	501D13			6828400	NR 3 ENGINE	8155	RAAA98E8001
*****	DURING GROUND START OPERATION WITH NR 3 ENG IN HIGH SPEED GROUND IDLE AND SUPPLYING BLEED AIR TO START NR 4 ENG FLT CREW REPORTED LOUD BANG WITH RAPID RPM AND TIT RISE NR 3 ENGINE. SHUTDOWN NR 3 ENG WITH EMERGENCY HANDLE. NO COWL PENETRATION OR 1ST STAGE FOD NOTED. METALIC PARTICLES (LESS THAN .0625 IN.) IN EXHAUST AREA BUT NO TURBINE DAMAGE NOTED. COMPRESSOR CASE SPLITLINE BOLTS FAILED FROM 7TH STAGE FORWARD WITH CASE SPLITLINE MATING SURFACES SEPARATED APPROX .25 IN TO .375 IN. EXTENSIVE DAMAGE TO 5TH AND 10TH STAGE BLADES NOTED AND BLEED MANIFOLDS PARTIALLY FILLED WITH COMPRESSOR BLADE PIECES. CHANGED ENGINE PER EF 71-1-0.								

***** DENOTES SIGNIFICANT OCCURRENCE

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
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(End of SIGNIFICANT OCCURRENCE REPORT)

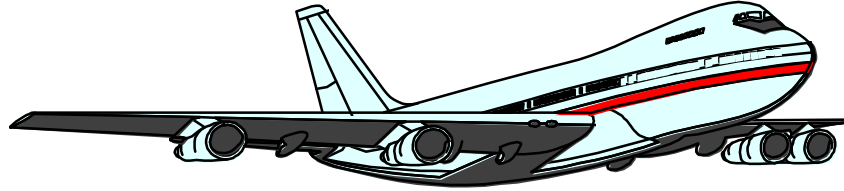
Run Date: 05-Feb-98

FEDERAL AVIATION ADMINISTRATION
SIGNIFICANT OCCURRENCE REPORT INDEX

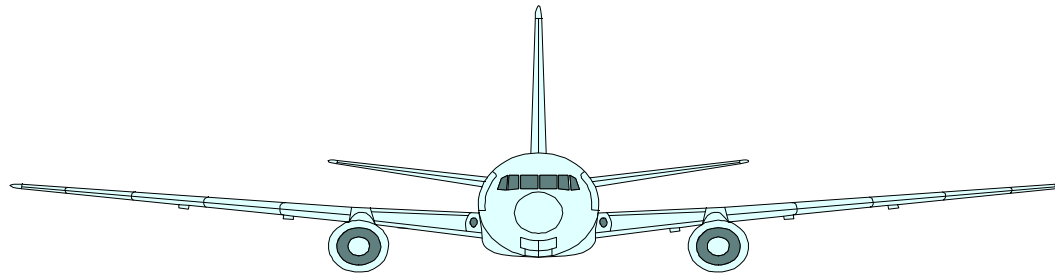
Showing Specific Part Numbers and Aircraft Model by Year

FOR THE PERIOD OF: 1/25/98 To 1/31/98

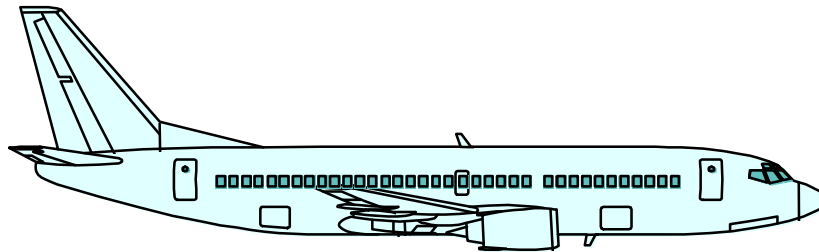
<u>PART NUMBER</u>			<u>YEAR</u>											
<u>PART NAME</u>	<u>ACFT MODEL</u>	<u>TOTAL</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>
222031056103														
BULKHEAD	222U	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 222031056103 - - - - -		1	-	-	-	-	-	-	-	-	-	-	-	1
51590000														
ACM	JETSTM3201	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 51590000 - - - - -		1	-	-	-	-	-	-	-	-	-	-	-	1
52130452														
DOUBLER	402B	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 52130452 - - - - -		1	-	-	-	-	-	-	-	-	-	-	-	1
6544910														
ACTUATOR	737222	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 6544910 - - - - -		1	-	-	-	-	-	-	-	-	-	-	-	1
67420607														
STRUT	750	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 67420607 - - - - -		1	-	-	-	-	-	-	-	-	-	-	-	1
6828400														
COMPRESSOR	188C	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 6828400 - - - - -		1	-	-	-	-	-	-	-	-	-	-	-	1
7252C000														
TEMP VALVE	JETSTM3201	1	-	-	-	-	-	-	-	-	-	-	-	1
VALVE	JETSTM3101	1	-	-	-	1	-	-	-	-	-	-	-	-
TOTAL of # 7252C000 - - - - -		2	-	-	-	1	-	-	-	-	-	-	-	1
TOTAL for ALL (8) PART NUMBERS: - - - - -		8	-	-	-	1	-	-	-	-	-	-	-	7
END OF SIGNIFICANT OCCURRENCE REPORT INDEX														



DOMESTIC



SERVICE DIFFICULTY REPORT



DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY**1/25/98 - 1/31/98 ISSUE: 98-05 ZAC-326**

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3233 SIMA	12MQ 012	AEROSP ATR42300				ACTUATOR D228980003	FAILED RT MLG		12/31/97 SIMA973652
ORD - FLT 4065 - AT GEAR UP CREW NOTED RT MAIN GEAR IND REMAINED IN AN UNLOCK IND ON BOTH PANELS. GEAR WAS RECYCLED BUT IND PERSISTED. CREW RETURNED TO ORD. NO FURTHER INCIDENTS WAS REPORTED. REMOVED AND INSTALLED RT MLG ACTUATOR. PERFORMED LANDING GEAR EXTENSION/RETRACTION SATISFACTORILY AND RETURNED A/C TO SERVICE. (M)									
3234 C2XA	17831 185	AEROSP ATR42320				CONTROL HANDLE F96GA0102	FAILED COCKPIT		12/30/97 C2XA97076
EWR - FLT 3445 - AFTER TAKEOFF ALL LANDING GEAR WOULD NOT RETRACT. MAINTENANCE FOUND A FAULTY LANDING GEAR CONTROL HANDLE. REMOVED AND REPLACED HANDLE WITH SERVICEABLE UNIT AND OPERATIONALLY CHECKED SYSTEM GOOD. (M)									
3320 SIMA	424MQ 045	AEROSP ATR42300				POWER UNIT 8ESOC5588	FAILED CABIN		12/28/97 SIMA973621
FWA - FLT 4297 - DURING FLIGHT FROM ORD TO DAYTON, THE F/A NOTICED A SMOKE SMELL EMINATING FROM ROW 7/8 C-D CAPTAIN DIVERTED TO FWA. LANDED SAFELY. MEL'D READING LIGHT SYSTEM. A/C RETURNED TO SERVICE. REMOVED AND INSTALLED PASSENGER READING LIGHT POWER UNIT AT SEAT 8C-D. PERFORMED OPERATIONAL CHECK SATISFACTORILY AND REMOVED MEL. A/C WAS RETURNED TO SERVICE. (M)									
3418 C2XA	14815 104	AEROSP ATR42320				WIRING	FAILED INSTRUMENT PANEL		12/30/97 C2XA97BT077
EWR - AFTER TAKEOFF FROM NEWARK, CREW REPORTED SMOKE IN COCKPIT. RETURNED TO AIRPORT UNEVENTFULLY. MAINTENANCE FOUND STICK SHAKER SWITCH WIRING BURNED. REMOVED AND REPLACED SWITCH AS A PRECAUTIONARY MEASURE AND REPAIRED BURNED WIRING ON BACK OF SWITCH. (M)									
5315 C2XA	25811 094	AEROSP ATR42320				FLOORBEAM S53672215202	CRACKED FUSELAGE		12/24/97 C2XA97IA366
IAH - DURING C-CHECK INSPECTION, THE FLOORBEAM AT FRAME 39 WAS FOUND TO BE CRACKED. MAINTENANCE ACCOMPLISHED A DOUBLER REPAIR IAW CONTINENTAL EXPRESS ENGINEERING CHANGE AND REPAIR AUTHORIZATION EC5310-01037, AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5315 C2XA	25811 094	AEROSP ATR42320				FLOORBEAM S53372411200	CORRODED FUSELAGE		12/24/97 C2XA97IA364
IAH - DURING C-CHECK INSPECTION, THE FLOORBEAM AT FRAME 17 WAS FOUND TO BE CORRODED BEYOND LIMITS. MAINTENANCE ACCOMPLISHED DOUBLER REPAIRS ON THE AFFECTED PORTIONS OF THE FLOORBEAM IAW CONTINENTAL EXPRESS ENGINEERING CHANGE REPAIR AUTHORIZATION EC5310-01037 AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5315 C2XA	14825 170	AEROSP ATR42320				FLOORBEAM S53672215202	CORRODED FUSELAGE		1/7/98 C2XA98IA006
IAH - DURING C-CHECK INSPECTION, FOUND FLOOR SUPPORT BEAM CORRODED AT FRAME 39. MAINTENANCE REMOVED THE DAMAGED AREAS OF THE BEAM AND INSTALLED TWO REPAIR SECTIONS ON LEFT SIDE IAW ATR 42 SRM 51-21-42/EC5310-01037. THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5320 C2XA	25811 094	AEROSP ATR42320				STIFFENER S5397140220301	CRACKED FUSELAGE		12/24/97 C2XA97IA363
IAH - DURING C-CHECK INSPECTION, THE STIFFENER ON FRAME 27A RT WAS FOUND TO BE CRACKED AT STRINGER 14. MAINTENANCE REMOVED AND REPLACED THE AFFECTED STIFFENER IN ACCORDANCE WITH ATR 42 SRM 51-25-04, AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5320 C2XA	25811 094	AEROSP ATR42320				INTERCOSTAL S53671257201	CORRODED FUSELAGE		12/24/97 C2XA97IA365
IAH - DURING C-CHECK INSPECTION, THE INTERCOSTAL AT 17RT BETWEEN FRAMES 35 AND 38 WAS FOUND TO BE CORRODED. MAINTENANCE REMOVED AND REPLACED THE AFFECTED PORTION OF STRINGER 17R INTERCOSTAL IAW ATR 42-320 SRM 51-25-02 AND, THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

1/25/98 To 1/31/98 ISSUE: 98-05 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5320 C2XA	25811 094	AEROSP ATR42320				CHANNEL S5367800821602	CORRODED FUSELAGE		12/24/97 C2XA97IA367
IAH - DURING C-CHECK INSPECTION, THE Z-CHANNEL ON THE AFT SIDE OF FRAME 41 WAS FOUND TO BE CORRODED. MAINTENANCE REMOVED AND REPLACED THE AFFECTED SECTION OF Z-CHANNEL ON FRAME 41 IAW ATR 42-320 SRM 51-25-02 AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5320 C2XA	14825 170	AEROSP ATR42320				SUPPORT S53971402202	CRACKED FUSELAGE		1/7/98 C2XA98IA005
IAH - DURING C-CHECK INSPECTION, FOUND RIGHT SIDE (BELLY) FAIRING SUPPORT WEB CRACKED AT CHORD. MAINTENANCE STOP DRILLED THE CRACK AND INSTALLED A REPAIR DOUBLER IAW SRM 51-70-00. THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
3350 SIMA	342AT 345	AEROSP ATR72212				CONNECTOR 852516R12BOPNH	DAMAGED PAX DOOR		1/5/98 SIMA980051
DFW - FLT 3603 - DOOR PAX UNLOCK LIGHT AND EXIT LIGHT INOP. REPLACED ENTRANCE DOOR CANNON PLUG. PERFORMED OPERATIONAL CHECK OF DOOR WARNING AND EMERGENCY LIGHT SYSTEM SATISFACTORILY IN ACC WITH JIC'S. A/C WAS RETURNED TO SERVICE. (M)									
3350 C2XA	69902 385	AEROSP ATR72212				BULB 44	FAILED CABIN		12/28/97 C2XA97BT075
BTV - DURING A 2A INSPECTION, FOUND PAX DOOR EMERGENCY LIGHT INOP. REMOVED AND REPLACED THE BULB. OPERATIONALLY CHECKED AND FOUND GOOD. (M)									
7261 RAIA	723TE 283	AEROSP ATR72202	PWA PW124B			OIL CAP 4171322	LOOSE RT ENGINE	10427	12/10/97 RAIA971208
FLT 7408 - STL - RIGHT LOW OIL PRESSURE CAPTION ILLUMINATED DURING CLIMB. CREW SHUT RIGHT ENGINE DOWN. MAINTENANCE SERVICED AND RESECURED RIGHT ENGINE OIL CAP. (M)									
2421 AALA	25071 514	AIRBUS A300B4605R				IDG	FAILED NR 1 ENGINE		10/14/97 AALA971974
JFK - 104 -ABOUT 30 MINUTES AFTER T/O, IDG NR 1 OIL OUTLET TEMP WENT TO 196 DEGREES CELCIUS WITH ASSOCIATED ECAM WARNING. FOLLOWED ECAM ACTIONS, DISCONNECTED NR 1 IDG AND COMPLIED WITH OPS MANUAL PROCEDURE. REPLACED IDG AS PER MM 24-11-11-4. REPLACED OIL COOLER FLEX LINE AND PRESS RELIEF VALVE. RAN ENGINE. IDG OPS AND LEAKS CKS NORMAL. AFTER APU WAS STARTED AND APU GEN CAME ON LINE. APU VOLTAGE SHOWED AMBER MESSAGE ON ECAM AND OVERHEAD PNL SHOWED APU VOLTAGE FLUCTUATING BETWEEN 119 AND 123 VOLTS. APU GEN DID CARRY BUS 1 OK. HOWEVER, IN FLT TO COMPLY WITH IDG NR 1 LOSS PROCEDURE. REPLACED APU GEN CONTROL UNIT. OPS CHECK OK. (M)									
3350 AALA	11060 470	AIRBUS A300B4605R				WIRE	BROKEN CABIN		12/21/97 AALA972496
MIA - DURING OVERNIGHT CHECK, FOUND EMERGENCY EXIT FLOOR PATH LIGHTS BETWEEN 12B AND 18B INOPERATIVE. REPAIRED EMERGENCY EXIT FLOOR PATH LIGHT WIRES. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
2910 FDEA	419FE 345	AIRBUS A310222				HOSE AE70592612	LEAKING NR 2 ENGINE		1/26/98 98FDEA00049
FOUND LEAKING HYDRAULIC LINES ON NR 2 ENGINE THAT BURNT HOLE IN PAN. REPLACED ALL HYDRAULIC LINES, PAN AND BLANKETS.									
2913 FDEA	449FE 217	AIRBUS A310222				HYD ELEC PUMP MX386399	SHORTED GREEN HYD SYST		1/26/98 98FDEA00048
BURNT 101 VU WIRING CAUSED BY GREEN HYDRAULIC PUMP INTERNALLY SHORTED. C/B DID NOT POP. THIS CAUSED WIRING BEHIND 101 VU PANEL TO SMOKE AND BURN UP. REPLACED GREEN ELECTRIC HYDRAULIC PUMP. REPLACED 50 AMP CIRCUIT BREAKER, REPAIRED BURNT WIRING.									
2121 UALA	411UA 464	AIRBUS A320232	IAE V2527A5			FAN	FAILED COCKPIT		6/14/97 97UAL900469
BLOWER FAN MESSAGE ACCOMPANIED BY ELECTRICAL BURNING ODOR.									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

1/25/98 To 1/31/98 ISSUE: 98-05 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
2150 UALA	429UA 539	AIRBUS A320232	IAE V2527A5			SKIN VALVE	STUCK OPEN FUSELAGE	7069	6/30/97 97UAL900507
CREW REPORTED UNABLE TO PRESSURIZE AIRCRAFT, SKIN OUTLET VALVE SHOWS FULL OPEN. *S/D* AVIONICS EQUIPMENT VENTILATION COMPUTER SKIN AIR OUTLET VALVE FAILED TO CLOSE AT TAKEOFF. DIFFERENTIAL PRESSURE COLLAPSED DUCTING. DUCTING AND VALVE REPLACED.									
2710 A6WA	625AW 064	AIRBUS A320231				CABLE	WORN LT AILERON		9/5/97 98ZZM104
LEFT AILERON INTERCONNECT OB CABLE IS WORN THROUGH ALUMINUM CLAD. REMOVED AND REPLACED LEFT OUTBOARD INTERCONNECT CABLE, TENSIONED AND SAFETIED. GEN W/C FOR FUNCTIONAL TEST 5067.									
2910 NWAA	305US 41	AIRBUS A320211				HYD SYST	REQD SERVICE YELLOW HYD SYST		1/22/98 9801393205
DURING TAKEOFF ROLL, RECEIVED HYD Y RSVR LO LVL MESSAGE. ABORTED TAKEOFF AT 80 KNOTS WITHOUT INCIDENT. MAINTENANCE SERVICED YELLOW HYDRAULIC SYSTEM, NO LEAKS FOUND.									
2910 UALA	434UA 492	AIRBUS A320232	IAE V2527A5			HYD SYST	FAILED BLUE HYD SYST		7/12/97 97UAL900536
AIRCRAFT DIVERTED TO ORD ON AMBER ALERT DUE TO BLUE HYDRAULIC SYSTEM FLUID LOSS. CREW TURNED PUMP OFF PRIOR TO LOSING ALL FLUID.									
3230 UALA	437UA 655	AIRBUS A320232	IAE V2527A5			LGC I	FAILED LANDING GEAR		7/12/97 97UAL900537
PASSING FL320 LGCIU 1 CIRCUIT BREAKER OPENED WITH ASSOCIATED ECAM MESSAGE. TURNED OFF GPWS IN ACCORDANCE WITH PROCEDURE. RESET LGCIU 1 C/B, IT POPPED IMMEDIATELY. DIVERTED TO IAD DUE TO LGCIU 1-2 FAILURE. LANDING GEAR GRAVITY EXTENDED. NO NOSE WHEEL STEERING.									
3240 UALA	405UA 452	AIRBUS A320232	IAE V2527A5			BRAKES	SMOKING RT MLG		7/10/97 97UAL900541
ON LANDING TOWER REPORTED SMOKING FROM RIGHT MAIN GEAR.									
3350 NWAA	315US 171	AIRBUS A320211				BATTERY PACK 321430	DISCHARGED CABIN		1/22/98 9801403215
DURING EMERGENCY LIGHT TEST, RECEIVED EPSU INT LOAD AFT L MESSAGE. MAINTENANCE REPLACED BATTERY PACK AND POWER SUPPLY, OPERATIONAL CHECK OK.									
3350 NWAA	337NW 358	AIRBUS A320212				BATTERY 321430	DISCHARGED CABIN		1/19/98 9801243237
DURING EMERGENCY LIGHT TEST, RECEIVED MESSAGE COM R. MAINTENANCE REPLACED POWER SUPPLY MODULE. OPERATIONAL CHECK OK.									
3350 NWAA	348NW 410	AIRBUS A320212				BULBS	FAILED CABIN		1/19/98 9801233248
DURING EMERGENCY LIGHT TEST, FOUND BOTH RIGHT OVERWING EXIT HANDLE ILLUMINATION LIGHTS INOPERATIVE. MAINTENANCE REPLACED THE LIGHT BULBS. OPERATIONAL CHECK OK.									
3350 AWXA	637AW 099	AIRBUS A320231				LENS 2514353	BROKEN CABIN		1/18/98 AWXA9800024
EMERGENCY EXIT LIGHT COVER 9D BROKEN. INSTALLED NEW LIGHT COVER AT 9D.									
3350 UALA	439UA 683	AIRBUS A320232	IAE V2527A5			LIGHT	INOPERATIVE CABIN		7/15/97 97UAL900540
CABIN EMERGENCY LIGHTS DO NOT PASS TEST PER NR 3 SERVICE.									

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3460 NWAA	328NW 298	AIRBUS A320211				FMGC	TIMED OUT E/E COMPT		1/23/98 9801413228
DURING TAKEOFF ROLL, NR 1 FMGC TIMED OUT. ABORTED TAKEOFF AT 80 KNOTS WITHOUT INCIDENT. MAINTENANCE PERFORMED RESET OF NR 1 FMGC, OPERATIONAL CHECK OK.									
2565 A6WA	612AW E3122	BAG BAE146300A				SLIDE D31050103	DEPLOYED CABIN		8/5/97 98ZZZM95
WITH A/C IN HANGAR FOR RON MX, REAR RT DOOR OPENED AND SLIDE WAS NOT DSIARMED AND WAS DEPLOYED DUE TO BEING UNSAFE. REMOVED AND REPLACED SLIDE. (M)									
2611 A6WA	179US E2041	BAG BAE146200A				CONNECTOR	DIRTY SMOKE DETECTOR		8/3/97 98ZZZM92
ELEC SMOKE WARNING WILL NOT TEST, BULBS ARE OK. RERACKED PCB'S (WQ10) (UB37), RELAMPED BOTH SMOKE DETECTOR BULBS AND CLEANED CANNON PLUG, OPS CHECK GOOD. (M)									
2710 A6WA	615AW E3141	BAG BAE146300A				CABLE	CORRODED LT AILERON		9/5/97 98ZZZM103
AILERON INTERCONNECT CENTER FORWARD CABLE IS CORRODED AT LEFT WING ROOT PULLEY. REMOVED AND REPLACED BOTH FORWARD AND AFT CENTER LOOP INTERCONNECT CABLES, TENSIONED AND SAFETIED. GEN W/C FOR FUNCTION TEST, REF 5067.									
2710 A6WA	615AW E3141	BAG BAE146300A				CABLE	CORRODED RT AILERON		9/8/97 98ZZZM99
RIGHT AILERON CONTROL CABLE 35B-C IS CORRODED AT LOWER PULLEY UNDER FWD WING ROOT FAIRING. REMOVED AND REPLACED BOTH RT WING ROOT MAIN AILERON CABLES, TENSIONED AND SAFETIED. GEN W/C FOR FUNCTIONAL TEST REF 5067. (M)									
3231 A6WA	607AW E2052	BAG BAE146200A				BRACKET	WORN NLG DOOR		8/18/97 98ZZZM88
NLG AFT DOOR STOP ASSY MATERIAL MORE THAN 50 PERCENT WORN. REPLACED DOOR STOP BRACKET. DOOR CLEARANCES TO BE CHECKED ON GEAR SWING INSTALLATION. (M)									
3233 A6WA	607AW E2052	BAG BAE146200A				LINE	FAILED LT MLG		9/14/97 98ZZZM90
GREEN HYD SYSTEM LOW QTY AND LOW PRESS IN FLT. REPLACED HYD RETURN HOSE TO LEFT MLG RETRACTION JACK. (M)									
3244 A6WA	608AW E2049	BAG BAE146200A				TIRE	FAILED NR 3 MLG		7/31/97 98ZZZM93
NR 3 MLG TIRE TREAD DEPARTED ON TAKEOFF FROM DEN CAUSING DAMAGE TO RT MLG DOOR TRAILING EDGE AND VARIOUS IMPACT POINTS ON UNDERSIDE OF WING AND AFT FUSELAGE. A/C FERRY TO ATW FOR REPAIRS. (M)									
3320 A6WA	607AW E2052	BAG BAE146200A				TERMINAL BLOCK	CORRODED CABIN		8/22/97 98ZZZM89
TWO TERMINAL BLOCKS BELOW THE INBOARD AIRSTAIR DRIP TRAY FOR THE PAX DOOR ARE CORRODED AND NEEDS TO BE CLEANED. REPLACED TERMINAL BLOCKS AA AND AB IN ZONE 131-00-00 AND OPENED WORK CARD FOR TEST. (M)									
3610 A6WA	611AW E3120	BAG BAE146300A				VALVE 58111011	FAILED NR 3 COWL		7/29/97 98ZZZM96
NR 3 NOSE COWL FLOW CONTROL VALVE WAS FOUND TO HAVE A RIVET IN THE FAIL/SAFE MODE TO BE WORN EXCESSIVELY. REPLACED VALVE. (M)									
5320 A6WA	615AW E3141	BAG BAE146300A				ANGLE	CORRODED FUSELAGE		9/8/97 98ZZZM100
CABIN FLOOR SUPPORT ANGLE RT OUTBOARD FRAME 18-19A CORRODED. REMOVED CORRODED ANGLE AND INSTALLED NEW ANGLE RT OUTBOARD FRAME 18-19A.									

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5320 A6WA	615AW E3141	BAG BAE146300A				BRACKET	CRACKED FUSELAGE		9/6/97 98ZZZM101
LEFT BOTTOM ANGLE BRACKET CRACKED, FRO FRAME, AFT OF FRAME 50. FABRICATED GUSSET PLATE PER PRODUCTION DRAWING HC539H0229, AND INSTALLED PLATE PER SRM.									
5320 A6WA	615AW E3141	BAG BAE146300A				SUPPORT	BROKEN CARGO COMPT		9/9/97 98ZZZM98
FRONT CARGO BAY TIE DOWN RING SUPPORT BROKEN FRAME 21 RT MARKED. REPLACED RING SUPPORT.									
5320 A6WA	615AW E3141	BAG BAE146300A				SUPPORT	BENT CARGO COMPT		9/9/97 98ZZZM97
FRONT CARGO BAY FLOOR SUPPORT RT BETWEEN FRAME 20 AND 21 BENT. REPLACED FLOOR SUPPORT.									
5347 A6WA	607AW E2052	BAG BAE146200A				SEAT RAIL	CORRODED CABIN		8/18/97 98ZZZM87
FORWARD RIGHT I/N SEAT RAIL HAS CORROSION PAST LIMITS (FWD 23 INCHES). REMOVED 24 INCHES OF SEAT RAIL RT INBOARD FORWARD AND SPLICED IN NEW SECTION OF SEAT RAIL PER SRM 53-00-32 PAGES 202, 203 AND 204. ANODIZED REPLACEMENT PART TO MIL-A-8625F PER BAE FAX DJR/RJO641-97. GEN W/C FOR REINSPECT EVERY 1000 CYC.									
5710 A6WA	615AW E3141	BAG BAE146300A				CABLE	WORN RT AILERON		9/5/97 98ZZZM102
RIGHT AILERON INTERCONNECT CABLE, OUTBOARD CABLE WORN ALMOST THROUGH ALUMINUM CLAD. REMOVED AND REPLACED RT OUTBOARD CONNECT CABLE, TENSIONED AND SAFETIED. GEN W/C FUNCTIONAL TEST 5067.									
7200 A6WA	156TR E2156	BAG BAE146200A	LYC ALF502R5			ENGINE	FAILED NR 4		9/16/97 98ZZZM91
NR 4 ENGINE FAILED ON INITIAL TAKEOFF ROLL. (M)									
7321 A6WA	179US E2041	BAG BAE146200A	LYC ALF502R5			FUEL CONTROL 77390010	FAILED NR 1 ENGINE		7/31/97 98ZZZM94
NR 1 ENGINE FAILED AT CRUISE. MECH AND INSPECTION WENT TO MLI FROM ATW. REPLACED THE FCU AND LP FUEL PUMP.									
2150 *****	861AE 861	BAG JETSTM3201				ACM 51590000	OVERSERVICED CABIN AIR		12/18/97 98ZZZX322
WHILE PERFORMING A FLIGHT IDLE DESCENT RATE CHECK FLIGHT, THE COCKPIT FILLED WITH SMOKE. THE CAPTAIN DECLARED AN EMERGENCY AND STARTED EMERGENCY PROCEDURES. THE SMOKE SMELLED LIKE OIL. THE CAPTAIN SHUT OFF BOTH BLEEDS. THE SMOKE STOPPED AND THE SMELL DIMINISHED. GROUND CHECKED AND FOUND THE LT ACM OVERSERVICED. PROPERLY SERVICED BOTH ACM'S AND RAN AIRCRAFT ON THE GROUND FOR OVER AN HOUR. NO FURTHER DISCREPANCY WAS NOTICED.									
2160 SABA *****	962AE 962	BAG JETSTM3201				TEMP VALVE 7252C000	STUCK LEFT		1/9/98 SABA980003
LEX - FLT 5214 - FLIGHT FROM LEX TO CLT, ON CLIMB-OUT, CREW OBSERVED A SMELL LIKE PLASTIC BURNING. A FEW SECONDS LATER THE LT BLEED AIR LIGHT CAME ON AND WOULD NOT EXTINGUISH. THEN SMOKE BEGAN TO FILL THE COCKPIT FROM THE CENTER CONSOLE. CREW TURNED OFF THE LT FLOW PACK. SMOKE CLEARED THE COCKPIT, IN-FLIGHT EMERGENCY DECLARED. ACFT RETURNED TO LEX WITH NO OTHER PROBLEMS. MAINTENANCE CREW DEPLOYED. MAINTENANCE FOUND THE LT TEMP CONTROL VALVE STUCK IN THE OPEN POSITION. LEFT BLEED AIR DEACTIVATED AND DEFERRED TO MSL NR 01998-03C. ACFT RETURNED TO CLT FOR REPAIR. REMOVED AND REPLACED THE LT TEMP CONTROL VALVE. SYSTEM RUN AND OPS CHECKED GOOD. AIRCRAFT RETURNED TO SERVICE 1-10-98 AT 1240 HOURS. (X)									
2421 REXA	335PX 712	BAG JETSTM3101				GENERATOR 23079005	FAILED RIGHT		12/10/97 REXA97275
AMPS AND VOLTS FLUCTUATING AMPS PLUS/MINUS 100 VOLTS TO 30 LEFT AND RIGHT GEN CAP BLINK ON AND OFF. REPLACED RIGHT GEN LINE CONTACTOR AND RIGHT GEN. PARALLELED LEFT AND RIGHT GCU'S. (M)									

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2424 VTZA	478UE 892	BAG JETSTM3201				GCU	OUT OF PARALLEL LT ENGINE		12/5/97 VTZA97686
FLT 6151 - IAD-PHF - AIRCRAFT ABORTED TAKEOFF DUE TO LEFT GENERATOR WARNING LIGHT ILLUMINATED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND PARALLELED THE LEFT AND RIGHT GCU, OPS CHECK OK. AIRCRAFT WAS RELEASED AND RETURNED TO SERVICE. (M)									
2910 REXA	319PX 691	BAG JETSTM3101				HYDRAULIC LINE 1379305A77	FAILED RT ENGINE		12/10/97 REXA97273
BOTH HYDRAULIC PUMP PRESSURES DROPPED. REMOVED AND REPLACED HYDRAULIC SUPPLY LINE ON RIGHT ENGINE. (M)									
3240 REXA	311PX 679	BAG JETSTM3101				MAXARET BRAKE 63740	FAILED RT MLG		1/8/98 REXA98007
RIGHT HAND MAIN BRAKE DOES NOT WORK AT ALL WITH RUDDER PEDALS. REMOVED AND REPLACED RIGHT HAND MAXARET BRAKE ASSY. OPS CHECK GOOD. (X)									
3260 WTAA	402UE 734	BAG JETSTM3101				WIRE 622800200	BROKEN NLG		1/10/98 WTAA980006
SFO - NOSE GEAR INTRANSIT LIGHT ILLUMINATED DURING GEAR RETRACTION. AIRCRAFT RETURNED TO STATION. MAINTENANCE REPAIRED BROKEN WIRE AT UPLOCK MICROSWITCH, PN 622800200. OPERATIONAL CHECK SATISFACTORY. AIRCRAFT RETURNED TO SERVICE. (X)									
3350 WTAA	428UE 806	BAG JETSTM3101				BATTERY PACK 311701	DISCHARGED CABIN		12/18/97 WTAA970232
SMF - EMERGENCY LIGHTS REPORTED INOPERATIONAL. AIRCRAFT FERRIED TO FAT FOR REPAIRS. MAINTENANCE REPLACED EMERGENCY BATTERY PACKS. OPERATIONAL CHECK SATISFACTORY. AIRCRAFT RETURNED TO SERVICE. (M)									
3418 REXA	304PX 663	BAG JETSTM3101				TRANSDUCER 13730612K	FAILED RT STALL VANE		12/10/97 REXA97274
BEFORE TAKEOFF CHECKLIST, TESTED STALL SYSTEM AND RT STALL LIGHT REMAINED ON. REMOVED AND REPLACED RIGHT STALL VANE TRANSDUCER. (M)									
6122 SABA	163PC 678	BAG JETSTM3101				PROP GOVERNOR 89741016	FAILED LT ENGINE		12/18/97 SABA970043
CLT - FLT 5192 - AFTER TAKEOFF FROM CLT TO CSG, LEFT ENGINE POWER WAS REDUCED. THIS CAUSED THE PROP RPM TO DROP TO APPROX 97 PERCENT. THIS CAUSED THE ENGINE TO RESCHEDULED AND BYPASS FUEL. AIRCRAFT RETURNED TO CLT. NO EMERGENCY WAS DECLARED. AIRCRAFT LANDED WITH NO OTHER PROBLEMS. MAINTENANCE FOUND A BAD PROP GOVERNOR ON THE LEFT ENGINE. REMOVED AND REPLACED LEFT PROP GOVERNOR. GROUND RUN, RIGGED, LEAK AND OPS CHECKED GOOD. AIRCRAFT COMPLETED TEST FLIGHT AND RETURNED TO SERVICE. (M)									
7261 RAIA	340TE 939	BAG JETSTM3201	GARRTT TPE33112UA			SCAVENGE PUMP 86504612	FAILED RT ENGINE	553	12/23/97 RAIA971213
FLT 7533 - FWA - RIGHT OI PRESSURE FLUCTUATION 70 TO 100 PSI, DROPPING DOWN TO 50 PSI, LOW OIL PRESSURE CAPTION ILLUMINATED, CREW SHUT ENGINE DOWN. MAINTENANCE REPLACED RIGHT ENGINE TURBINE SCAVENGE PUMP. (M)									
7321 VTZA	490UE 909	BAG JETSTM3201	GARRTT TPE3311			FUEL CONTROL 89778025	FAILED LT ENGINE		11/24/97 VTZA97673
FLT 6281 - IAD-HPN - DURING APPROACH, AIRCRAFT MADE A SCHEDULED LANDING AT HPN WITH ONE DISCREPANCY WHICH WAS LEFT ENGINE TORQUE WOULD NOT GO BELOW 40 PERCENT. CREW SHUTDOWN ENGINE. AIRCRAFT WENT TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED FUEL CONTROL UNIT, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3240 YADA	41UE UC41	BEECH 1900C				WIRE H198A22	FAILED BRAKE DE-ICE		11/28/97 98ZZZM109
UPON LANDING AT ANC, RUNWAY 6L PILOT EXPERIENCED UNCOMMANDED BRAKING ACTION ON THE LT MLG. A/C CONTINUED LANDING ROLLOUT AND STOPPED AT THE INTERSECTION OF 6L AND 6R. THERE WAS NO DAMAGE TO THE A/C. MAINTENANCE FOUND NR 1 AND 2 BRAKES FROZEN. MAINTENANCE DETERMINED THAT THE NR 1 BRAKE DE-ICE SYSTEM WAS NOT WORKING. FOUND AND REPAIRED OPEN BUTT SPLICE ON WIRE FROM BRAKE DE-ICE SWITCH TO BRAKE DE-ICE PCB. BRAKE DE-ICE OPS CHECK OK, AIRCRAFT RETURNED TO SERVICE. (M)									

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6114 SJ3R		BEECH 1900D		HARTZL HCE4A3A		FORK SPACER B468	SEPARATED PROPELLER HUB		1/15/98 98ZZZX337
ONE OF FOUR B-468 FORK SPACERS SEPARATED FROM THE D495 FORK AND WAS FLOATING FREELY INSIDE THE HUB CAVITY CAUSING A RATTLING SOUND. SIGNIFICANT DAMAGE INCURRED TO THE FORWARD AND AFT HALVES OF THE INTERIOR CENTRAL WEB AREA OF THE PROPELLER HUB. SUSPECT CAUSE OF FAILURE IS B-468 IS TOO HARD AND BRITTLE. CALL OUT FOR HARDNESS IS ROCKWELL 33-37 RC. SUBJECT PIECE TESTS AT 44.9 RC.									
7314 JJBA	859CA UE128	BEECH 1900D	PWA PT6A67D			FUEL PUMP 1143890425	FAILED RT ENGINE		11/7/97 98ZZZM105
AT POST FLT, NOTED FUEL LEAK RT WHEEL WELL AREA. RT LOW PRESSURE FUEL PUMP FAILURE. REMOVED AND REPLACED RT LOW PRESSURE FUEL PUMP. (M)									
7334 JJBA	852CA UE55	BEECH 1900D	PWA PT6A67D			SWITCH 10038901821	FAILED LT FUEL PRESS		11/4/97 98ZZZM106
LEFT LOW PRESSURE FUEL ANNUNCIATOR INOP. LEFT LOW PRESSURE FUEL SWITCH FAILED. REMOVED AND REPLACED LEFT LOW PRESSURE SWITCH IAW CHAP 28. (M)									
2710 CLCA	707HE 20124	BOEING 707330C				HYD LINE	FAILED LT AILERON		12/2/97 98ZZZM112
ON CAC - FLT 148 - MGGT-KMIA - UTILITY HYD FAILURE OCCURRED AT 1802Z. PERFORMED A/E HYD SYSTEM LEAK ON LOSS CHECKLIST. AFTER CLEARING RUNWAY BRAKE SYSTEM PRESS DECREASED. BRAKE BOTTLE WAS USED. RT MAIN ALSO FAILED TO EXTEND MANUALLY. EXTENDED RIGHT MAIN WITH GEAR LEVER HANDLE, UTILITY SYSTEM RESTORED MOMENTARILY. ON GROUND MAINTENANCE REPLACED HYD RETURN LINE ON LEFT INBOARD AILERON CONTROL VALVE IAW MM 29-0, LEAKED AND OPS CHECKED GOOD. BLEED SYSTEM OF AIR AND RE-SERVICED BRAKE SYSTEM PER MM 32-12-21. ALSO, FOUND RT MLG IND PUSH ROD BEARING DRY, LUBED BEARING AND PERF EMERGENCY EXIT OPS CHECKED GOOD PER 32-7-0. (M)									
5230 CLCA	707HE 20124	BOEING 707330C				TRACK	CORRODED CARGO DOOR		10/10/97 98ZZZM125
MAIN CARGO DOOR NR 3 LEFT TRACK SHOWS LEVEL 2 CORROSION STATION 300. REMOVED AND REPLACED NR 3 LEFT TRACK AS PER SRM 53-3-7. (M)									
5310 CLCA	707HE 20124	BOEING 707330C				STRUCTURE	CORRODED BS 360		10/10/97 98ZZZM130
STRUCTURE UNDER LAVATORY, STRINGER 21R, STATION 344 THROUGH STATION 360 HAS CORROSION. REMOVED CORROSION AT AFFECTED AREA PER SRM 51-8-1, BLENDED OUT WITHIN LIMITS PER SRM 53-2-1.									
5310 CLCA	707HE 20124	BOEING 707330C				STRUCTURE	CORRODED BS 344-360		10/10/97 98ZZZM120
STRUCTURE UNDER GALLEY, LAVATORY DOUBLER BETWEEN STRINGER 23 AND STRINGER 24, STATION 344 THROUGH STATION 360 HAS CORROSION. REMOVED CORROSION AT AFFECTED AREA PER SRM 51-8-1, BLENDED OUT WITHIN LIMITS IAW SRM 53-2-1. (M)									
5311 CLCA	707HE 20124	BOEING 707330C				RIB	CORRODED BS 1040		10/10/97 98ZZZM127
AFT BAGGAGE COMPT STRINGER 20 RIB HAS LEVEL 2 CORROSION AT STATION 1040. REPAIRED AFFECTED AREA IAW SRM 51-14-0. (M)									
5311 CLCA	707HE 20124	BOEING 707330C				FRAME	CORRODED BS 1240		10/10/97 98ZZZM126
AFT BAGGAGE COMPT FRAME SHOWS LEVEL 2 CORROSION AT STATION 1240 FROM STRINGER 27 AND STRINGER 26. REPAIRED FRAME AT AFFECTED AREA AS PER SRM 53-3-5. (M)									
5311 CLCA	707HE 20124	BOEING 707330C				FRAME	CORRODED BS 1240		10/10/97 98ZZZM124
AFT BAGGAGE COMPARTMENT FRAME BROKEN (FOR CORROSION LEVEL 2) AT STATION 1240 NEAR TO STRINGER 26-27R. REPAIRED FRAME IAW SRM 53-3-5. (M)									
5311 CLCA	707HE 20124	BOEING 707330C				FRAME	CORRODED BS 1240		10/10/97 98ZZZM123
AFT BAGGAGE COMPARTMENT LEFT FRAME SHOWS LEVEL 2 CORROSION AT STATION 1240 FROM STRINGER 26 TO STRINGER 25. REPAIRED AFFECTED AREA AS PER SRM 53-3-5. (M)									

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5313 CLCA	707HE 20124	BOEING 707330C				STRINGER	CORRODED BS 344-360		10/10/97 98ZZZM118
STRINGER 23R, STATION 344 THROUGH STATION 360, HAS CORROSION, LEVEL 2. REPAIRED STRINGER IAW SRM 53-3-4. (M)									
5320 CLCA	707HE 20124	BOEING 707330C				NUTS	CORRODED BS 740-760		10/10/97 98ZZZM129
WING CENTER SECTION BETWEEN STATION 740 AND STATION 760, TRACK NR 3 FROM RT FITTING TIE DOWN NUTS SULPHATED. REMOVED CORROSION AND TREATED AFFECTED AREA AS PER SRM 51-3-1. (M)									
5320 CLCA	707HE 20124	BOEING 707330C				ANGLE	CORRODED BS 380		10/10/97 98ZZZM116
FORWARD FUSELAGE VENT CASE BASE, 'T' ANGLE SHOWS LEVEL 2 CORROSION FS 380. REMOVED AND REPLACED 'T' ANGLE AT AFFECTED AREA AS PER SRM 51-14-4. (M)									
5320 CLCA	707HE 20124	BOEING 707330C				SUPPORT	CORRODED BS 1280-1320		10/10/97 98ZZZM134
MAIN CARGO COMPT FLOOR SUPPORT (LEFT SIDE) HAS LEVEL 2 CORROSION BETWEEN STATION 1280 AND STATION 1320. REPAIRED FLOOR SUPPORT PER SRM 51-14-0.									
5320 CLCA	707HE 20124	BOEING 707330C				DOUBLER	CORRODED BS 344-360		10/10/97 98ZZZM119
GALLEY/LAVATORY DOUBLER SHOWS CORROSION FROM STATION 344 TO STATION 360 STRINGER 23 RT. REMOVED CORROSION AT AFFECTED AREA AS PER SRM 51-8-1 WITHIN PERMISSIBLE LIMITS AS PER SRM 53-2-1. (M)									
5320 CLCA	707HE 20124	BOEING 707330C				SUPPORT	CORRODED BS 600		10/10/97 98ZZZM121
FORWARD BAGGAGE COMPARTMENT OXYGEN BOTTLE SUPPORT RACK SHOWS LEVEL 2 CORROSION FROM STATION 600F TO STATION 600H STRINGER 22 AND STRINGER 23 RT. FABRICATED AND INSTALLED SUPPORT AT AFFECTED AREA AS PER SRM 51-13-1. (M)									
5330 CLCA	707HE 20124	BOEING 707330C				PLATE	CORRODED BS 360-400		10/10/97 98ZZZM117
FORWARD FUSELAGE PLATE, VENT CASE ATTACH FLOOR SHOW LEVEL 2 CORROSION FROM STATION 360 TO STATION 400. REMOVED AND REPLACED PLATE AT AFFECTED AREA AS PER SRM 51-13-1. (M)									
5347 CLCA	707HE 20124	BOEING 707330C				TRACK	CORRODED BS 1200		10/10/97 98ZZZM136
AFT BAGGAGE COMPT RT TRACK SHOWS LEVEL 2 CORROSION FROM STATION 1200 STRINGER 201. REPAIRED TRACK AT AFFECTED AREA AS PER SRM 53-37. (M)									
5347 CLCA	707HE 20124	BOEING 707330C				TRACK	CORRODED BS 1326-1360		10/10/97 98ZZZM131
MAIN CARGO COMPARTMENT LOWER PART NR 1 LEFT TRACK SHOWS LEVEL 2 CORROSION FROM STATION 1326 TO STATION 1360. REMOVED AND REPLACED NR 1 LEFT TRACK AT AFFECTED AREA AS PER SRM 53-3-7. (M)									
5347 CLCA	707HE 20124	BOEING 707330C				TRACK	CORRODED BS 760-780		10/10/97 98ZZZM128
WING CENTER SECTION 2ND TRACK FROM LEFT, STATION 760 THROUGH STATION 780, SHOWS CORROSION LEVEL 2. REPAIRED AFFECTED AREA PER SRM 53-3-7. (M)									
5347 CLCA	707HE 20124	BOEING 707330C				TRACK	CORRODED BS 1360-1380		10/10/97 98ZZZM132
MAIN CARGO COMPT NR 3 RT TRACK SHOWS LEVEL 2 CORROSION FROM STATION 1360 TO STATION 1380. REMOVED AND REPLACED NR 3 RT TRACK AT AFFECTED AREA AS PER SRM 53-3-7. (M)									

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5347 CLCA	707HE 20124	BOEING 707330C				TRACK	CORRODED BS 720-740		10/10/97 98ZZZM114
WING CENTER SECTION TRACK NR 2 FROM LEFT SHOWS LEVEL 2 CORROSION BETWEEN STATION 720 AND STATION 740. REPAIR NR 2 LEFT TRACK AT AFFECTED AREA AS PER SRM 53-3-7. (M)									
5347 CLCA	707HE 20124	BOEING 707330C				TRACK	CORRODED BS 600		10/10/97 98ZZZM122
MAIN CARGO COMPARTMENT NR 2 LEFT TRACK SHOWS LEVEL 2 CORROSION AT STATION 600E. REPAIRED NR 2 LEFT TRACK AT AFFECTED AREA AS PER 53-3-7. (M)									
5347 CLCA	707HE 20124	BOEING 707330C				TRACK	CORRODED BS 344-360		10/10/97 98ZZZM133
FUSELAGE UPPER LOBE NR 2 RT TRACK CORRODED FROM STATION 344 TO STATION 360. REMOVED AND REPLACED NR 2 RT TRACK AT AFFECTED AREA AS PER SRM 53-3-7. (M)									
5347 CLCA	707HE 20124	BOEING 707330C				TRACK	CORRODED BS 620-640		10/10/97 98ZZZM115
WING CENTER SECTION, TRACK NR 2 FROM LEFT SHOWS LEVEL 2 CORROSION BETWEEN STATION 620 AND STATION 640. REPAIRED AFFECTED AREA PER 53-3-7. (M)									
5720 CLCA	707HE 20124	BOEING 707330C				FRAME	CORRODED LT WING		10/10/97 98ZZZM113
LEFT WING, NR1319L ACCESS PANEL FRAME SHOWS LEVEL 2 CORROSION. REPAIRED NR 1319L ACCESS PANEL AS PER SRM 51-13-1. (M)									
5754 CLCA	707HE 20124	BOEING 707330C				ANGLE	CORRODED NR 6 LE SLAT		10/10/97 98ZZZM138
RT WING LE SLAT NR 6 INTERIOR LOWER ANGLE SHOWS LEVEL 2 CORROSION NEAR WS 615.0. BLENDED OUT AFFECTED ITEM, WITHIN PERMISSIBLE LIMITS AS PER SRM 51-8-1. (M)									
5754 CLCA	707HE 20124	BOEING 707330C				RIB	CORRODED NR 7 LE SLAT		10/10/97 98ZZZM137
RT WING NR 7 RT SLAT INTERIOR, RIBS SHOW LEVEL 2 CORROSION. REPAIRED RIBS AS PER SRM 57-4-5.									
5754 CLCA	707HE 20124	BOEING 707330C				RIB	CORRODED NR 6 LE SLAT		10/10/97 98ZZZM135
RT WING NR 6 SLAT WELL RIBS SHOW LEVEL 2 CORROSION. REPAIRED RIBS AS PER SRM 57-4-2.									
5754 CLCA	707HE 20124	BOEING 707330C				ANGLE	CORRODED NR 7 LE SLAT		10/10/97 98ZZZM139
RT WING L/E SLAT NR 7 INTERIOR, LOWER ANGLE SHOWS LEVEL 2 CORROSION NEAR WS 586. REMOVED AND REPLACED DOUBLER AT AFFECTED AREA AS PER SRM 51-14-4. (M)									
2130 UALA	7464U 21918	BOEING 727222	PWA JT8D15		AIRRESEARCH 39608831	FLOW CONTL VLV	FAILED CABIN		6/14/97 97UAL900465
DIVERTED TO DEN DUE TO PACK/PRESSURIZATION PROBLEM. *S/D* REPLACED LEFT FLOW CONTROL VALVE, HI PRESSURE REGULATOR, AND 13TH STAGE MODULATING VALVE.									
2150 UALA	7464U 21918	BOEING 727222	PWA JT8D15		AIRESEARCH 1843601	HEAT EXCHANGER	FAILED RT PACK		7/13/97 97UAL900533
UNABLE TO CONTROL PRESSURIZATION WITH BOTH PACKS ON IN CLIMB. AT 21000 CABIN ALTITUDE WAS RISING 100 FPM WITH THE FORWARD AND AFT OUTFLOW VALVE FULLY CLOSED. RETURNED TO SEA. *S/D* RIGHT HAND HEAT EXCHANGER AND LEFT HAND PACK SWITCH DEFECTIVE. REPLACED UNITS. PRESSURIZED CABIN TO 35000 FLT AND OPERATION CHECK OK.									

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2150 SCNA	282SC 22558	BOEING 727225				VALVE 32194211	FAULTY RT PACK		1/21/98 SCNA98007
FAILED TO PRESSURIZE ON TAKEOFF. TIGHTEN LINES AT FLOW CONTROL VALVE AND REMOVED AND REPLACED 35 DEGREE CONTROL VALVE. FUNCTIONALLY TESTED NORMAL ON GROUND.									
2150 SCNA	282SC 22558	BOEING 727225				VALVE	INOPERATIVE E/E COMPT		1/21/98 SCNA98008
UNABLE TO PRESSURIZE AIRCRAFT ON CLIMBOUT. RETURNED TO LAS AND FOUND E AND E EXHAUST VALVE NOT CLOSING AT 3 PSI. REMOVED AND REPLACED EXHAUST VALVE IN ACCORDANCE WITH BOEING 727 MM 21-58-00 AND FUNCTIONALLY TESTED GOOD.									
2400 AALA	709AA 22466	BOEING 727223				BREAKER	SMOKE FE PANEL		1/12/98 98ZZZX327
ORD - AFTER TAKEOFF, SMOKE AND FUMES FROM BEHIND F/E. PULLED RADIO PRIMARY CIRCUIT BREAKER AND SMOKE AND FUMES WENT AWAY. REF: PREVIOUS WRITE-UP 07. REPLACED PANEL AND INSTALLED RADIO PRIMARY CIRCUIT BREAKER AND VARIABLE CONTROL TRANSFORMER. CHECKED ALL CENTER PANEL LIGHTS FOR ONE HOUR AND CHECKED BEHIND B-18 CIRCUIT BREAKER PANEL. ALL CHECKED NORMAL.									
2611 RYNA	527PC 19665	BOEING 727172C				BULB 304	FAILED SMOKE DETECTOR		12/2/97 98ZZZM86
SMOKE DETECTOR OUT. RELAMPED UPPER RIGHT SMOKE DETECTOR LIGHT. (M)									
2612 AALA	6822 19700	BOEING 727223				DETECTOR	MALFUNCTIONED NR 1 ENG STRUT		1/12/98 98ZZZX326
MIA - ENGINE NR 1 STRUT OVERHEAT LIGHT ILLUMINATED IN FLIGHT. (APPROXIMATELY 1,000 AFL). CONDUCTED AND COMPLETED STRUT OVERHEAT LIGHT EMERGENCY CHECKLIST. RETARDED NR 1 THROTTLE TO IDLE LIGHT (STRUT NR 1). EXTINGUISHED AFTER 1.50 MINUTES. REPLACED NR 1 ENGINE STRUT OVERHEAT DETECTION ELEMENT. NR 1 STRUT OVERHEAT DETECTION TESTS OK. NO LEAKS FOUND IN STRUT AREA ON RUN-UP. NO OVERHEAT WARNING ON ENGINE RUN.									
2740 TAOA	924TS 21041	BOEING 727227				CHAIN 50556011	FAILED STABILIZER TRIM		12/25/97 TAOA129707
LGA/BLS - FLT 6140 - FLIGHT EXPERIENCED FAILURE OF THE STABILIZER TRIM. FAILURE PRECEDED BY A LOUD BANG WHEN THE TRIM WAS ELECTRICALLY OPERATED. INVESTIGATION REVEALED THE BICYCLE CHAIN THAT RUNS FROM THE MANUAL CONTROL WHEEL DOWN TO THE CABLE SPOOL THROUGH THE E/E COMPARTMENT, HAD SEPARATED. A CLOSER LOOK AT THE CHAIN REVEALED THE MASTER LINK ON THE CHAIN CONTAINED ONLY ONE REMOVABLE LINK INSTEAD OF TWO. OVER A PERIOD OF TIME, THE SINGLE MASTER LINK FAILED CAUSING THE CHAIN TO COME OFF JAMMING THE SYSTEM AND RENDERING THE STABILIZER TRIM INOPERATIVE. THE CHAIN WAS REPLACED WITH A NEW ONE. THE CHAIN SPROCKET AND THE STABILIZER BRAKE ASSY WERE REPLACED AS A PRECAUTION. (X)									
2760 UALA	7454U 21908	BOEING 727222	PWA JT8D15			SPEED BRAKES	MALFUNCTIONED WING		6/12/97 97UAL900466
AIRPLANE ROLLS OFF TO LEFT EXCESSIVELY WHEN SPEED BRAKES ARE EXTENDED. *S/D* INSPECTED SYSTEM AND OPERATED SPEED BRAKES. WORKED NORMALLY.									
2780 UALA	7283U 21561	BOEING 727222	PWA JT8D15			SWITCH H1010272U1	FAILED NR 3 LE FLAP		6/13/97 97UAL900457
NR 3 LEADING EDGE FLAP WOULD NOT RETRACT. SHOWED AMBER INTRANSIT BOTH PANELS. *S/D* REPLACED NR 3 LEADING EDGE FLAP POSITION SWITCH, SYSTEM OPERATION CHECKS OK.									
2782 CALA	578PE 21661	BOEING 727243				BRACKET	CRACKED NR 1 SLAT ACT		1/27/98 CALA9800120
INSPECTION FOUND A 3 INCH CRACK IN INBOARD MOUNT BRACKET WHERE NR 1 SLAT ACTUATOR MOUNTS. THE BRACKET WAS REMOVED AND A NEW BRACKET WAS FABRICATED AND INSTALLED IAW SRM 51-10-1 AND 51-30-2.									

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2782 DALA	297WA 22534	BOEING 727247				BRACKET	CRACKED NR 1 LE FLAP		12/30/97 DL72W980172
ITEM AT HMV, FOUND BRACKET CRACKED, NR 1 L/E FLAP ACTUATOR ATTACH BRACKET CRACKED ON THE I/B SIDE AT BOTH UPPER AND LOWER ATTACK POINTS. REMOVED NR 1 L/E FLAP ACT. CKD PER PS 900-5-5 CRACKS CONFIRMED REMOVED BRACKET FAB NEW BRACKET PER MM 57-20-21 FIG 807 CONTINUED ON N/R 1046.									
2820 UALA	7293U 21571	BOEING 727222	PWA JT8D15			VENT TUBE	BROKEN NR 3 FUEL TANK		7/3/97 97UAL900512
DURING CLIMBOUT, UNWANTED FUEL TRANSFER OCCURRED. THE FLIGHT CONTINUED TO DEN. *S/D* REPLACED BROKEN VENT TUBE ELBOW IN NR 3 FUEL TANK.									
2910 UALA	7278U 21425	BOEING 727222	PWA JT8D15		ITT AEROSPAC AV13J5101	VALVE	FAILED A-HYD SYST		6/21/97 97UAL900488
RETURNED TO ORD DUE TO LOSS OF A-SYSTEM HYDRAULIC FLUID. A-SYSTEM PUMPS SHUT OFF 3 MINUTES AFTER HYDRAULIC FAILURE. *S/D* REPLACED FLAP INTERCONNECT VALVE AND ALL CASE RETURN FILTERS.									
2910 UALA	7463U 21917	BOEING 727222	PWA JT8D15			LINE	FAILED B-HYD SYST		6/15/97 97UAL900459
B-HYDRAULIC SYSTEM PRESSURE AND QUANTITY WENT TO ZERO DURING TAXI. *S/D* FOUND ELEVATOR POWER CONTROL UNIT PRESSURE SUPPLY LINE LEAKING. REPLACED LINE, SERVICED HYDRAULIC SUPPLY AND LEAK CHECKED.									
2910 TWAA	84355 21987	BOEING 727231				LINE 6517840366	CRACKED NR 2 LE FLAP ACT		12/16/97 TWAA9714901
JFK - FLT 140 - DURING CRUISE, SYSTEM 'A' HYDRAULIC QTY DEPLETED TO ZERO ON QTY INDICATION. REPLACED NR 2 OUTBOARD LEADING EDGE SLAT ACTUATOR LINE MFG 65-17840-366. (M)									
2932 UALA	7451U 21905	BOEING 727222	PWA JT8D15			SWITCH 90G183	FAILED B-HYD SYST		6/11/97 97UAL900451
AIRCRAFT RETURNED TO GATE WITH B-SYSTEM LOW PRESSURE WARNING LIGHT. *S/D* REPLACED HYDRAULIC PRESSURE SWITCH ASSEMBLY DUE TO FAILURE.									
3010 UALA	7274U 21421	BOEING 727222	PWA JT8D15		AIRESEARCH 321464	ANTI-ICE VALVE	FAILED NR 3		7/2/97 97UAL900525
NR 3 WING ANTI-ICE VALVE SECURED CLOSED. DUCT OVERHEAT LIGHT ON AND TEMPERATURE AT MAXIMUM. PULLED BACK THRUST AND RETURNED TO DENVER. *S/D* REPLACED ANTI-ICE VALVE.									
3010 UALA	7293U 21571	BOEING 727222	PWA JT8D15		AIRESEARCH 392708	DE-ICE VALVE	FAILED NR 2 ENGINE		7/20/97 97UAL900559
WHILE AT FL 26 ON CLIMBOUT, TURNED ON ENGINE NR 2 ANTI-ICE AND IMMEDIATELY GOT A BURNING ODOR IN THE COCKPIT AND ENGINE DUCT GAUGE INDICATED 210 DEGREES. TURNED OFF HEAT AND SMELL SUBSIDED. *S/D* REPLACED NR 2 ENGINE THERMO STATIC VALVE.									
3010 UALA	7446U 21900	BOEING 727222	PWA JT8D15			DUCT 6526738	BROKEN NR 2 ENGINE		6/12/97 97UAL900456
WHILE INVESTIGATING NR 2 ANTI-ICING PROBLEM, FOUND BROKEN DUCT FOR RIGHT HAND INLET ANTI-ICE. *S/D* THE DUCT HAD BEEN RUBBING SEVERELY ON THE 6TH STAGE SADDLE DUCT. INSTALLED FIRE LOOP CLIP, INSPECTED SADDLE DUCT AND HIGH PRESSURE DUCT, FOUND THEM IN NORMAL CONDITION. REPLACED RIGHT ANTI-ICE DUCT, OPERATIONS CHECK NORMAL.									
3020 AALA	885AA 21524	BOEING 727223				DUCT 65222723	DEFECTIVE TAIL COMPARTMENT		12/10/97 AALA972379
MIA - FLT 2103 - AFTER TAKEOFF MIA DURING CLIMB-OUT, AFT BODY OVERHEAT LIGHT ILLUMINATED. NR 2 ENGINE RETARDED AND LIGHT EXTINGUISHED. AIRCRAFT RETURNED TO MIA AND LANDED WITHOUT INCIDENT. REPLACED CENTER ENGINE FIREWALL THERMO ANTI-ICING DUCT. ACCOMPLISHED GROUND ENGINE RUN WITH NO DEFECTS OR LEAKS NOTED. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									

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3020 FDEA	212FE 22934	BOEING 7272S2F				THERMO VALVE 39270811	PRECAUTION NR 2 ENGINE		1/23/98 98FDEA00047
ON CLIMBOUT, GOT ANTI-ICE DUCT OVERHEAT LIGHT NR 1 AND NR 3 ENGINES WERE BOTH OFF THE TEMPERATURE SCALE. FOLLOWED RED TABS, LIGHT WENT OUT AFTER 1 TO 2 MINUTES ON LANDING. LIGHT CAME ON AGAIN WITH WINGS OFF AND ENGINE ANTI-ICE OPEN. REMOVED AND REPLACED NR 2 ENGINE COWL ANTI-ICE THERMOSTATIC VALVE PER MAINTENANCE MANUAL 30-21-21. NR 2 ENGINE COWL ANTI-ICE THERMAL SWITCH, AND WING ANTI-ICE THERMAL SWITCH. OPERATIONAL CHECK GOOD ON GROUND.									
3230 AALA	881AA 21520	BOEING 727223				PIN	NOT REMOVED NLG		11/25/97 AALA972247
DTW - FLT 1765 - AFTER TAKEOFF FROM DTW, NOSE LANDING GEAR WOULD NOT RETRACT. AIRCRAFT RETURNED TO DTW AND LANDED WITHOUT INCIDENT. REMOVED NOSE GEAR PIN THAT WAS STILL INSTALLED. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3230 AALA	730AA 20737	BOEING 727227				DOWNLOCK	JAMMED LT MLG		10/24/97 AALA972067
TUL - FLT 9650 - DURING POST C-CHECK FUNCTIONAL CHECK FLIGHT WHEN LANDING GEAR EXTENDED DURING APPROACH, LT MAIN LANDING GEAR INDICATED UNSAFE. RECYCLED LANDING GEAR WITH SAME RESULTS. ACCOMPLISHED MANUAL LANDING GEAR EXTENSION WITH SAME RESULTS. FLIGHT CREW DECLARED EMERGENCY AND AIRCRAFT LANDED TUL WITHOUT INCIDENT. INSTALLED GEAR PINS AND AIRCRAFT TOWED TO HANGAR. REMOVED ALUMINUM PIECE OF BARSTOCK FROM LT MLG SIDE BRACE UPPER SEGMENT DOWNLOCK MECHANISM. ACCOMPLISHED LANDING GEAR RETRACTION CHECK WITH NO DEFECTS FOUND. SYSTEM GROUND CHECKED NORMAL OPERATION. ACCOMPLISHED FUNCTIONAL CHECK FLIGHT WITH NO DEFECTS FOUND. SYSTEM OPERATIONAL CHECKED NORMAL. (X)									
3260 FDEA	269FE 21675	BOEING 727233				CONNECTOR	CORRODED NLG		1/22/98 98FDEA00046
98-0030 - AFTER TAKEOFF GEAR UP: RED NOSE GEAR LIGHT REILLUMINATED AFTER HANDLE PLACED TO OFF. RED TABS, NO HELP. RED LIGHT COMES ON AFTER DELAY, NOT IMMEDIATELY WHEN PLACING HANDLE TO OFF. REMOVED AND REPLACED NOSE GEAR LOCK SWITCH S96 AND NOSE LANDING GEAR POSITION SWITCH S93. WOULD NOT PASS ADJUSTMENT AND TEST PROCEDURES. FOUND PINS A AND C SHORTED IN CANNON PLUG D300. REMOVED CANNON PLUG AND PINS D300. PASSED ADJUSTMENT AND TEST PER MAINTENANCE MANUAL 32-61-71 OK FOR SERVICE.									
3260 FDEA	269FE 21675	BOEING 727233				CONNECTOR	CORRODED NLG		1/20/98 98FDEA00043
NOSE GEAR UNSAFE LIGHT (RED) WITH LANDING GEAR HANDLE UP. ALL DOOR LIGHTS OUT. (CYCLED GEAR AND PROBLEM REMAINS, RED NOSE GEAR LIGHT ON) NOTE: NORMAL GEAR DOWN, NORMAL HYDRAULICS. AFTER 45 MINUTES, GREEN NOSE GEAR LIGHT ALSO ILLUMINATED AT THE SAME TIME, BUT RATHER DIM. *S/D* INSTALL 3 GEAR PINS. WHILE CHECKING POSITION AND LOCK SWITCHES PER M/M 32-61-71 DUPLICATED PROBLEM. FOUND CORROSION IN CANNON PLUG FOR POSITION SWITCH. CLEANED CORROSION FROM SWITCH AND CANNON PLUG. SYSTEM FUNCTIONAL CHECK OK, PER M/M 32-61-71. GEAR PINS REMOVED.									
3260 FDEA	269FE 21675	BOEING 727233				CONTROL MODULE 656021123	MALFUNCTIONED E/E COMP		1/21/98 98FDEA00045
98-0029 NOSEGEAR UNSAFE, LANDING GEAR HANDLE UP DOOR LIGHTS OUT. REPLACED LANDING GEAR ACCESSORY CONTROL MODULE PER MAINTENANCE MANUAL 32-09-121 PAGE 401 TEST PER 32-09-122 PARAGRAPH 6A, PAGE 505.									
3270 DHLA	708DH 18275	BOEING 72725				CONNECTOR BACC45FT12C12S	WATER CONTAM TAIL SKID		1/21/98 DHL98708001
ON APPROACH AFTER GEAR EXTENSION, NOTED NO TAIL SKID LIGHT. CYCLED AT 500 FEET AGL, GOT TOO LOW GEAR ON GPWS. EXECUTED GO-AROUND. EXECUTED PROCEDURES AND CYCLED GEAR, DURING GEAR EXTENSION, TAIL SKID CAME DOWN AND LANDED NORMALLY. INSP AND TEST TAIL SKID PER M/M. FOUND WATER IN CANNON PLUG. CLEANED, OPS CHECK NORMAL. PERFORMED SELF TEST ON GPWS, NORMAL INSP AND INSPECT CHECKED LDG SYSTEM FOUND NORMAL.									
3310 TWAA	54334 20461	BOEING 727231				LIGHT BASE 3188571013	SHORTED COCKPIT		1/7/98 TWAA9800401
STL - FLT 519 - DURING TAXI, SMOKE AND SPARKS EMITTED FROM THE WINDSHEAR ANNUNCIATOR INDICATOR MFG PN 318-8571-013. REPLACED SHORTED LIGHT BASE OF THE WINDSHEAR ANNUNCIATOR. OPERATIONAL CHECK NORMAL. CHECK-C 04. 08-12-97. JFK. (X)									
3350 UALA	7255U 21402	BOEING 727222	PWA JT8D15			BATTERY	DISCHARGED CABIN		7/4/97 97UAL900511
EMERGENCY EXIT LIGHT AT BOTTOM OF AFT AIRSTAIR IS INOPERABLE. REPLACED BATTERY, OPERATIONS CHECK NORMAL.									

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3350 UALA	7273U 21420	BOEING 727222	PWA JT8D15			RELAY 10604503	FAILED COCKPIT		6/15/97 97UAL900460
EMERGENCY EXIT LIGHT SWITCH LEFT IN THE ARMED POSITION WITH POWER OFF. FLIGHT DECK LIGHT TOTALLY INOPERATIVE AND OTHERS COME ON WITH THE SWITCH IN THE ARMED POSITION EVEN WITH POWER ON THE AIRCRAFT. *S/D* FOUND R70 INOPERATIVE. REPLACED RELAY.									
3350 UALA	7274U 21421	BOEING 727222	PWA JT8D15			LIGHT	LOOSE CABIN		6/10/97 97UAL900464
EEL LIGHTING AT 15C INOPERATIVE. *S/D* RESEATED EEL LIGHTING AT 15C.									
3350 UALA	7289U 21567	BOEING 727222	PWA JT8D15			WIRE	DAMAGED BS 785		6/9/97 97UAL900438
RIGHT HAND OVERWING DOOR EMERGENCY EEL LIGHTS INOPERATIVE. *S/D* WIRE W90300022 FROM BATTERY PACK TO SPLICE NR 9093 DAMAGED. WIRE REPLACED, LIGHTING SYSTEM CHECKS NORMAL.									
3350 UALA	7460U 21914	BOEING 727222	PWA JT8D15			BATTERY PACK 900835A	DISCHARGED BS 835/940		6/8/97 97UAL900434
BOTH RIGHT EMERGENCY EXIT LIGHTS ARE INOPERATIVE. *S/D* BATTERIES DISCHARGED. REPLACED BOTH BATTERY PACKS FOR RT OVERWING EXIT LIGHTS.									
3350 UALA	7460U 21914	BOEING 727222	PWA JT8D15			BATTERY PACK 900835A	DISCHARGED BS 940		6/7/97 97UAL900435
LEFT HAND OVERWING AFT EEL LIGHT INOPERATIVE. *S/D* FOUND LAMP SOCKET CORRODED AND BATTERY WEAK. CLEANED SOCKET AND REPLACED BATTERY PACK.									
3350 AALA	6823 19701	BOEING 727223				LIGHT	DEFECTIVE CABIN		11/14/97 AALA972171
RDU - DURING OVERNIGHT MAINTENANCE, FOUND THE AFT RIGHT HAND CABIN FLIGHT ATTENDANTS EMERGENCY FLASHLIGHT SEALS BROKEN. REPLACED SEALS ON AFT RIGHT HAND CABIN FLIGHT ATTENDANT EMERGENCY FLASHLIGHT. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 TAOA	919TS 20447	BOEING 727225				BATTERY PACK 900835A	DISCHARGED L-2 DOOR		1/13/98 TAOA019808
LGA/BOS - FLT 6150 - L-2 DOOR EMERGENCY EXIT SIGN INOPERABLE. REPLACED BATTERY PACK, OPERATIONAL CHECK NORMAL PER MM CHAPTER 33-50.									
3350 K3HA	353PA 20622	BOEING 727225				SOCKET 0816901	MISSING CABIN		1/13/98 K3HA980003
EMERGENCY PATH LIGHT LENS AND SOCKET ASSEMBLY MISSING ADJACENT TO SEAT ROW 3ABC. REPLACED EMERGENCY PATH SOCKET ASSEMBLY AND LENS (P/N 07912) AT ROW 3ABC, OPS CHECK OK ON TEST.									
3350 K3HA	353PA 20622	BOEING 727225				LENS 07912	MISSING CABIN		1/13/98 K3HA980004
EMERGENCY PATH LIGHT LENS MISSING ADJACENT TO SEAT ROW 25DEF. REPLACED LIGHT LENS EMERGENCY PATH MISSING ADJACENT TO SEAT ROW 25DEF.									
3350 K3HA	353PA 20622	BOEING 727225				TRACK 08199000111	INOPERATIVE CABIN		1/13/98 K3HA980005
EMERGENCY PATH LIGHT TRACK LAST TWO FEET OF TRACK TAPED OVER. REPLACED UPPER AND LOWER TRACK LAST TWO FEET, OPS CHECK GOOD.									
3350 K3HA	354PA 20624	BOEING 727225				LENS 079123	MISSING CABIN		1/23/98 K3HA980008
EMERGENCY PATH LIGHT RED LENS MISSING FORWARD OF SEAT ROW 31DEF. REPLACED MISSING RED LENS AT 31DEF.									

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3350 K3HA	8883Z 21580	BOEING 727225				BULB 387	FAILED CABIN		1/22/98 K3HA980007
OVERHEAD EMERGENCY EXIT LIGHT INOP AT ROW 18. RELAMPED AND OPS CHECKS OK.									
3350 TAOA	926TS 20774	BOEING 727227				BATTERY BASE 90052	SHORTED L-2 DOOR		1/12/98 TAOA019806
FLT 6521 - OVERNIGHT L/S CHECK - L-2 DOOR EMERGENCY EXIT DOOR SIGN INOPERABLE. REPLACED BATTERY PACK BASE, OPERATIONAL CHECK NORMAL PER MM CHAPTER 33-50.									
3350 RAAA	831RV 19093	BOEING 72722C			INTVLV 873100212	BATTERY PACK 8621014	DISCHARGED CABIN		1/25/98 RAAA98B1004
FWD RT OVERWING EMERGENCY EXIT EGRESS IDENTIFIER LIGHT FAILED SERVICE CHECK. CHANGED BATTERY PACK DUE DISCHARGED.									
3350 DALA	501DA 21303	BOEING 727232				BATTERY PACK 900835A	DISCHARGED CABIN		1/21/98 DL72L980176
RT SIDE OVERWING EMERGENCY LIGHTS BLINKING. REPLACED BATTERY PACK, OPERATION GOOD.									
3350 CALA	578PE 21661	BOEING 727243			GRIMES	BATTERY PACK 900835A	DISCHARGED CABIN		1/27/98 CALA9800124
THE EMERGENCY PATH LIGHTING AT FIRST CLASS SECTION AND ROWS 17 TO 22 FAILED CAPACITANCE TEST. TWO BATTERY PACKS WERE REMOVED AND REPLACED.									
3350 CALA	578PE 21661	BOEING 727243			MARATHON	BATTERY PACK S106	DISCHARGED CABIN		1/27/98 CALA9800125
THE EMERGENCY LIGHTING AT MID CABIN CEILING EXIT LIGHT, COCKPIT DOOR EXIT LIGHT, AND L-1 AND R-1 LOWER EXIT LIGHTS FAILED CAPACITANCE TEST. THE BATTERY PACK WAS REMOVED AND REPLACED.									
3350 DALA	2829W 21481	BOEING 727247				BATTERY PACK S106	DISCHARGED CABIN		1/21/98 DL72E980187
RIGHT FORWARD EMERGENCY LIGHT INOP. REPLACED BATTERY PACK.									
3350 DALA	2829W 21481	BOEING 727247				BATTERY PACK S106	DISCHARGED CABIN		1/21/98 DL72E980188
LEFT AFT OVERWING EMERGENCY LIGHT INOP. REPLACED BATTERY PACK.									
3350 DALA	283WA 21485	BOEING 727247				BATTERY PACK 20131A	DISCHARGED CABIN		1/23/98 DL72E980208
TRACK LIGHTING INOP IN FIRST CLASS. REPLACED BATTERY PACK, CKS GOOD.									
3350 IPXA	208UP 21701	BOEING 727247				COVER	FELL OFF PAX DOOR		1/20/98 UPS98225511
INSPECTION TYPE-N/A, EMERG EXIT LIGHT OVER MAIN DOOR COVER FELL OFF. RESECURED COVER F/EMER LIGHT, CKS NORMAL.									
3350 TAOA	914TS 20251	BOEING 727254				LIGHT 1000677	FAILED CABIN		1/13/98 TAOA019807
BOS/LGA - FLT 6060 - FORWARD LEFT OVERWING EMERGENCY LIGHT INOPERABLE. REPLACED LIGHT ASSEMBLY, OPERATIONAL CHECK NORMAL PER MM CHAPTER 33-50.									
3417 UALA	7292U 21570	BOEING 727222	PWA JT8D15			CADC HG180U742	LEAKING E/E BAY		6/15/97 97UAL900458
DIVERTED TO DEN DUE TO PROBLEMS WITH ALTIMETERS AND AIRSPEED INDICATORS. *S/D* FOUND NUMBER 1 CENTRAL AIR DATA COMPUTER LEAKING INTERNALLY ON THE STATIC SIDE. REPLACED COMPUTER, OPERATIONS CHECK NORMAL.									

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3610 UALA	7261U 21408	BOEING 727222	PWA JT8D15			CLAMP BACC10AD300W	BROKEN NR 2 ENGINE		6/6/97 97UAL900437
AIRCRAFT VIBRATION FELT ON CLIMB ABOVE 330 KTS. *S/D* NR 2 ENGINE 6TH STAGE DUCT CRACKED AND CLAMP BROKEN. REPLACED DUCT AND CLAMP.									
3610 UALA	7268U 21415	BOEING 727222	PWA JT8D15			FLEX LINE	FAILED NR 3 STRUT		7/9/97 97UAL900522
DURING TAKEOFF, NR 3 STRUT OVERHEAT LIGHT CAME ON. REDUCED POWER AND TURNED BLEED OFF, LIGHT WENT OUT. *S/D* REPLACED 13TH STAGE FLEX LINE ABOVE TAI VALVE.									
3610 UALA	7441U 21895	BOEING 727222	PWA JT8D15			CLAMPS	LOOSE NR 3 STRUT		6/16/97 97UAL900474
NR 3 ENGINE STRUT OVERHEAT LIGHT CAME ON AFTER TAKEOFF AND DURING CLIMB. LIGHT WENT OUT AT IDLE. CAME BACK ON WITH NR 3 BLEED SWITCH OFF AND HIGH POWER SETTING. RETURNED TO DEN. *S/D* LOOSE FITTING CLAMPS WERE FOUND DURING INSPECTION OF STRUT AREA. CLAMPS WERE TIGHTENED AND SENSE LOOPS WERE REPOSITIONED. AFTER ADJUSTMENTS, THE ENGINE RUN INDICATED NO STRUT OVERHEAT CONDITION, OPERATIONS CHECK NORMAL.									
3610 UALA	7455U 21909	BOEING 727222	PWA JT8D15			CONNECTOR	LEAKING NR 3 ENGINE		7/11/97 97UAL900532
HAD A RIGHT STRUT OVERHEAT LIGHT ON CLIMBOUT. REDUCED POWER AND LIGHT WENT OUT. SLOWLY INCREASED BACK TO CLIMB POWER AND LIGHT REMAINED OUT. *S/D* FOUND SMALL IDLE LEAK BLOWING ON FIRE LOOP. REPLACED WEAR RING IN 13TH STAGE DUCT CONNECTOR FOR NR 3 ENGINE.									
3610 UALA	7456U 21910	BOEING 727222	PWA JT8D15			CLAMP	LOOSE NR 3 STRUT		6/27/97 97UAL900528
AFTER TAKEOFF, NR 3 ENGINE STRUT OVERHEAT LIGHT ILLUMINATED. *S/D* SECURED LOOSE DUCT CLAMP IN NR 3 ENGINE STRUT.									
3610 UALA	7458U 21912	BOEING 727222	PWA JT8D15		AIRESEARCH 39271611	MOD VALVE	FAILED NR 3 ENGINE		6/6/97 97UAL900433
NR 3 ENGINE STRUT OVERHEAT LIGHT ON DURING CLIMBOUT. LIGHT WENT OUT WHEN BLEED CLOSED AND THROTTLE TO IDLE. CAME BACK ON WHEN CLIMB POWER SET. *S/D* REPLACED 13TH STAGE MOD VALVE AND ASSOCIATED CLAMPS. DYE CHECKED 13TH STAGE DUCTING.									
3610 AALA	6823 19701	BOEING 727223				CLAMP	LOOSE NR 3 ENGINE		12/10/97 AALA972378
MIA - FLT 0448 - AFTER TAKEOFF MIA DURING CLIMB-OUT, NR 1 STRUT OVERHEAT LIGHT ILLUMINATED. AIRCRAFT AIR INTERRUPTED MIA AND LANDED WITHOUT INCIDENT. NR 3 ENGINE BLEED CLAMPS RE-TORQUED. RAN NR 3 ENGINE AT IDLE POWER WITH NO LEAKS OR OVERHEAT INDICATIONS. RE-INSTALLED NR 3 ENGINE STRUT PANEL, RAN ENGINE AT POWER FOR 3 MINUTES. SYSTEM LEAK AND GROUND CHECKED, NORMAL OPERATION. (X)									
3610 AALA	846AA 20987	BOEING 727223				DUCT 652244420	LEAKING NR 3 ENGINE		10/11/97 AALA971931
ORD - FLT 0792 - AFTER TAKEOFF ORD DURING CLIMB-OUT, NR 3 ENGINE STRUT OVERHEAT LIGHT ILLUMINATED. ACCOMPLISHED ABNORMAL PROCEDURES AND LIGHT EXTINGUISHED. AIRCRAFT RETURNED TO ORD AND LANDED WITHOUT INCIDENT. REPLACED NR 3 ENGINE 8TH STAGE ANTI-ICE AND AIR CONDITIONING SUPPLY DUCT. ALSO, REPLACED STRUT OVERHEAT LOOP AND HP SOV FLEX LINE. ACCOMPLISHED GROUND ENGINE RUN WITH NO DEFECTS NOTED. SYSTEM LEAK AND GROUND CHECKED, NORMAL OPERATION. (X)									
3610 AALA	849AA 20990	BOEING 727223				DUCT 652663927	LEAKING NR 1 ENGINE		10/12/97 AALA971933
TPA - FLT 1553 - AFTER TAKEOFF TPA DURING CLIMB-OUT, NR 1 ENGINE STRUT OVERHEAT LIGHT ILLUMINATED. ACCOMPLISHED ABNORMAL PROCEDURE AND LIGHT EXTINGUISHED WHEN NR 1 BLEED CLOSED. AIRCRAFT RETURNED TO TPA AND LANDED WITHOUT INCIDENT. PLACARDED NR 1 BLEED AND AIRCRAFT RE-DEPARTED. PROBLEM REPEATED DURING CLIMB-OUT AND AIRCRAFT RETURNED TO TPA. REPLACED NR 1 ENGINE AIR CONDITIONING HEAT EXCHANGER MANIFOLD DUCT. ACCOMPLISHED GROUND ENGINE RUN WITH NO DEFECTS NOTED. SYSTEM LEAK AND GROUND CHECKED, NORMAL OPERATION. REMOVED PLACARD TO NR 1 ENGINE BLEED. (X)									

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3610 NWAA	292US 21503	BOEING 727251				PNEUMATIC SW	FAILED NR 2 ENGINE		1/23/98 9801552292
DURING TAKEOFF ROLL, AUTO PACK INDICATION ILLUMINATED. ABORTED TAKEOFF WITHOUT INCIDENT AND RETURNED TO THE GATE. REPLACED NR 2 ENGINE PNEUMATIC SWITCH.									
4980 DHLA	717DH 19389	BOEING 72723				ANGLE	BROKEN APU		12/31/97 DHL9871705C
AT C CHECK, APU UPPER EXHAUST DUCT CENTER BAFFLE IS LOOSE. REPLACED ATTACH ANGLES PER SRM 51-30-2 ANGLE 2 BY 2.5, N/R 2120.									
5210 SCNA	282SC 22558	BOEING 727225				DOOR SEAL	DAMAGED BS 1183		1/20/98 SCNA98005
ON TAKEOFF CLIMBING THRU 13,000 CABIN DID NOT PRESSURIZE. CLEANED AND RESEALED DAMAGED SEAL AT STA 1183.									
5270 UALA	7463U 21917	BOEING 727222	PWA JT8D15			LIGHT	MALFUNCTIONED CABIN		7/18/97 97UAL900558
RIGHT HAND EMERGENCY EXIT WARNING LIGHT ON INTERMITTENTLY. SECURED RIGHT FORWARD DOOR EMERGENCY LIGHT ASSEMBLY.									
5280 DHLA	717DH 19389	BOEING 72723				SKIN	DENTED LT NLG DOOR		12/30/97 DHL9871725C
AT C CHECK, LEFT NLG FWD DOOR HAS FILLER COMPOUND IN TWO AREAS. CUT OUT DENTED AREA, INSTALLED FLUSH REPAIR PER SRM 52-80-2 DOUBLER 3 BY 3, FILLER 1 BY 1, N/R 3059.									
5310 CALA	79750 22452	BOEING 727224				STRUCTURE	DAMAGED BS 440-480		1/22/98 CALA9800099
THE AIRCRAFT SUSTAINED GROUND DAMAGE TO THE FUSELAGE SKIN, STRINGER, AND FRAMES AT STA 440-480, STRINGERS 14-19L. THE FUSELAGE SKIN AND STRINGER WERE REPAIRED IAW ECRA 5330-02621. THE FRAMES WERE REPAIRED IAW ECRA 5310-03656, SRM 51-40-3, AND 53-10-3.									
5311 DHLA	717DH 19389	BOEING 72723				SILL	CRACKED BS 315		12/30/97 DHL9871721C
AT C CHECK, ENTRY DOOR FWD CORNER SILL ATTACH FLANGE CRACKED APPROX STA 315. REMOVED ANGLE AND INSTALLED ANGLE REPAIR PER SRM 51-40-3, 3 BY 6, N/R 3099.									
5311 FDEA	264FE 21626	BOEING 727233				FRAME	DENTED BS 680		1/21/98 98FDEA00052
FORWARD CARGO AT BS 680 LT FRAME DENTED BETWEEN STRINGER 22 LT AND 25 LT. REMOVED 13 DAMAGED SECTION USING .25 RADII ON RELIEF AREAS. FABRICATED AND INSTALLED DOUBLER OF .063 THICK 7075-T6 MATERIAL (P/N 563886) 24 LONG AND INSTALLED REPAIR IAW SRM 53-10-04 PAGE 5, FIGURE 1.									
5311 FDEA	264FE 21626	BOEING 727233				FRAME	DENTED BS 500		1/22/98 98FDEA00051
FWD CARGO STATION 500 AT STRINGER 23 LT HAS DENTED FRAME. NR 0330 LOWER FWD CARGO LT SIDE BS 500 LT BELLFRAME DENTED AT STR 24 LT. REMOVED DAMAGED AREA OF BELT FRAME STRINGER 23 TO 25 LT USING .25 DRILL FOR CORNER RADIUS. FABRICATED REPAIR FROM SHOP MANUFACTURED APPROVED PART (P/N EY74) 7075-T6 X .063 THICK USING PROPER FASTENERS, SHIMS (AT LOWER END) AND TREATED AND PRIMED PARTS. INSTALLED ALL PARTS PER SRM 53-10-07-3 AARB.									
5311 FDEA	264FE 21626	BOEING 727233				FRAME	DENTED BS 700		1/22/98 98FDEA00050
FWD CARGO BS 700 FRAME DENTED BETWEEN STRINGER 23 LT TO STR 25 LT. REMOVED DAMAGED AREA OF BELLFRAME 10 LONG USING .25 DRILL AT ENDS TO MAINTAIN .25 RADIUS. FABRICATED FROM PANEL (P/N EY74) 7075-T6 X .063 THICK AND INSTALLED DOUBLER PER SRM 53-10-07-5 (AARD) TREATED AND PRIMED ALL EFFECTED AREAS PRIOR TO INSTALLATION LENGTH OF PANEL USED 20 LONG.									
5312 DHLA	717DH 19389	BOEING 72723				RIB	CRACKED BS 500		1/2/98 DHL9871715C
AT C CHECK, STA 500 CIR RIB CRACKED BELOW STR 16R WEB AT INBD FACE. CUTOUT DAMAGED AREA AND INSTALLED DOUBLER REPAIR PER SRM 51-10-2 16 BY 5.25, N/R 5144.									

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5312 DHLA	717DH 19389	BOEING 72723				RIB	CRACKED BS 520		1/2/98 DHL9871716C
AT C-CHECK, STA 520 CIR RIB I/B FLANGE CRACKED BELOW S-16 R WEB TIE CLIP. CUT OUT DAMAGED AREA , INSTALLED DOUBLER REPAIR PER SRM 51-40-3 16 BY 5.25, FILLER 16 BY 4.25, N/R 5146.									
5313 EISA	6813 19488	BOEING 727223				STRINGER	CRACKED BS 335		12/12/97 EISA97274
CIRCULAR CRACK BETWEEN TWO FAST ON STRINGER 24R AT FS 335. FABRICATED AND INSTALLED DOUBLER PER SRM 51-10-1 AND 51-30-02. (M)									
5313 EISA	6813 19488	BOEING 727223				STRINGER	CRACKED BS 400		12/12/97 EISA97266
STRINGER S-1 CRACKED AT FS 400. REMOVED DAMAGED AREA AND REPAIR SECTION IAW SRM 53-10-3. (M)									
5313 EISA	6813 19488	BOEING 727223				STRINGER	CRACKED BS 380		12/12/97 EISA97265
STRINGER S-1 CRCKED AT FS 380. REMOVED DAMAGED AREA AND REPAIR SECTION IAW SRM 53-10-3. (M)									
5313 EISA	6813 19488	BOEING 727223				STRINGER	CRACKED BS 360		12/12/97 EISA97264
STRINGER S-1 CRACKED AT FS 360. REMOVED DAMAGED AREA AND REPAIR SECTION IAW SRM 53-10-3. (M)									
5313 IPXA	928UP 19091	BOEING 72722C				STRINGER BAC1498130	CORROSION BS 362		12/30/97 UPS98225517
INSPECTION TYPE:SI CORROSION (C53-111-01.00-01) ON STR 22, BS 362. REMOVE AND REPLACE PER SRM 53-10-03 AND SRM 51-30-5, MM 51-20-151 AND SRM 53-11-00.									
5313 IPXA	943UP 19102	BOEING 72722C				STRINGER	CORRODED BS 735		1/18/98 UPS98225576
INSPECTION TYPE-D, CORROSION ON STRINGER 21R BS 735. STRINGER REPAIR CARRIED IAW SRM 53-10-3 FIG 1.									
5313 IPXA	943UP 19102	BOEING 72722C				STRINGER	CRACKED BS 580		1/21/98 UPS98225555
INSPECTION TYPE-D, LOWER FWD CARGO COMPARTMENT STRINGER 19L BETWEEN BS 580 AND 600 IS CRACKED. STRINGER REPAIRED IAW SRM 53-10-3.									
5313 IPXA	943UP 19102	BOEING 72722C				STRINGER	DAMAGED BS 740		1/22/98 UPS98225552
INSPECTION TYPE-D, STRINGER END FOUND DAMAGED ON REMOVAL TO AID BS 740 FITTING REPLACEMENT, DUE TO INCORRECT FITMENT INTO STRINGER 16R AT BS 740. STRINGER END AND STRINGER SECTION BETWEEN BS 740 AND 760 REPLACED IAW DRG NR 65C13724.									
5313 DHLA	717DH 19389	BOEING 72723				STRINGER	CRACKED BS 920		12/29/97 DHL9871701C
AT C-CHECK, RT MLG WW WALL STA 920 STRG 18A HAS A CRACKED WEB 3 LONG. REMOVED AND REPLACED LOWER 930 FRAME PER SRM 51-30-2 . INSTALLED REPAIRS ON STR 15 AND 16 PER SRM 53-10-3. REPAIR 12 LONG N/R 2052.									
5315 EISA	6813 19488	BOEING 727223				FLOORBEAM	CORROSION BS 360		12/12/97 EISA97267
MAIN CABIN, FLOORBEAM UPPER CAP HAS CORROSION AT FS 360 BL 15L TO BL 15R. FABRICATED AND INSTALLED NEW TOP CAP PER SRM 53-10-08. (M)									
5315 EISA	6813 19488	BOEING 727223				FLOORBEAM	CORRODED BS 328		12/12/97 EISA97273
MAIN CABIN, FLOOR BEAM FS 320 HAS CORROSION ON TOP CAP. REMOVED DAMAGED AREA AND INSTALLED REPAIR PER SRM 53-10-08. (M)									

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5315 EISA	6813 19488	BOEING 727223				FLOORBEAM	CORRODED BS 360		12/12/97 EISA97272
MAIN CABIN, FLOORBEAM FS 360 HAS CORROSION ON TOP CAP. REMOVED AND REPLACED TO CAP PER SRM 53-10-08. (M)									
5315 IPXA	943UP 19102	BOEING 72722C				FLOORBEAM	CORRODED BS 344		1/19/98 UPS98225578
INSPECTION TYPE-D, SEVERAL AREAS OF CORROSION ON UPPER CHORD OF FLOORBEAM, BS 344 BL 0 TO LBL 50. ALSO, EXISTING SPLICE FROM LBL 54 TO RBL 16. NEW UPPER CHORD OF BS 344 FLOORBEAM REPLACED IAW SRM 51-30-02 AND DRAWING 65-16316.									
5315 IPXA	943UP 19102	BOEING 72722C				FLOORBEAM	CORRODED BS 312		1/19/98 UPS98225579
INSPECTION TYPE-D, CORROSION IN FLOORBEAM UPPER CHORD AT BS 312 LBL 46 AT EXISTING BLENDOUT. AREA REPAIRED IAW SRM 53-10-8.									
5315 DHXA	717DH 19389	BOEING 72723				FLOORBEAM BAC 1505100617	CORRODED BS 600		12/30/97 DHL9871765C
AT C CHECK, CABIN FLOORBEAM CORRODED AT STA 600 CENTER. CUT OUT AND INSTALLED FLOORBEAM PER SRM 51-30-2, 33 LONG, N/R 5138.									
5315 FDEA	264FE 21626	BOEING 727233				FLOORBEAM	CORRODED BS 1070		1/22/98 98FDEA00053
BS 1070, RBL 60 TO LBL 24, LOWER FWD FLANGE CORRODED OF FLOORBEAM.									
5315 CALA	578PE 21661	BOEING 727243				FLOORBEAM	CORRODED BS 380		1/27/98 CALA9800112
INSPECTION FOUND FLOORBEAM CORRODED ON AND AROUND NUT PLATES IN E AND E COMPARTMENT UNDER GALLEY AT STA 380. THE CORRODED AREA WAS CUT OUT. A REPAIR WAS FABRICATED AND INSTALLED IAW SRM 53-10-8, 51-10-4, AND 51-10-1.									
5320 FDEA	189FE 19082	BOEING 72722				STIFFENER 651841713	CORRODED BS 303		1/26/98 98FDEA00054
CORROSION (C53-224-03-1/2) ON NOSE WHEEL WELL HORIZONTAL STIFFENER BS 303, RBL 8, WL 180.									
5320 EISA	6813 19488	BOEING 727223				SUPPORT	CRACKED BS 720		12/12/97 EISA97269
MAIN CABIN, SUPPORT WEB UPPER FLANGE HAS SEVERAL CRACKS FROM FS 720 TO 720B BL 0. UPPER FLANGE REMOVED DUE TO TRACK INSTALLATION FOR CARGO MOD, REF STC SA-1998-SO AND DRAWING AE 727-2-063. (M)									
5320 EISA	6813 19488	BOEING 727223				INTERCOSTAL	CRACKED BS 740		12/12/97 EISA97270
MAIN CABIN, INTERCOSTAL AT FS 740 BL 20L HAS PREVIOUS REPAIR DOUBLER WITH 2 INCH LONG CRACK. REMOVED CRACKED DOUBLER, FABRICATED AND INSTALLED NEW DOUBLER PER SRM 41-40-02. (M)									
5320 EISA	6813 19488	BOEING 727223				ANGLE	CORRODED BS 460		12/12/97 EISA97271
MAIN CABIN, OUTBOARD ANGLE RIGHT SIDE HAS CORROSION AT FS 460. REMOVED AND REPLACED ANGLE PER SRM 51-10-06. (M)									
5320 EISA	6813 19488	BOEING 727223				SUPPORT	CRACKED BS 400-420		12/12/97 EISA97268
MAIN CABIN, FLOOR SUPPORT WEB UPPER FLANGE HAS SEVERAL CRACKS FROM FS 400 TO 420. UPPER FLANGE REMOVED DUE TO CARGO MOD AND REPLACED BY CHANNEL, REF STC SA-1998 SO AND DRAWING AE 727-2-063. (M)									

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5320 EISA	6813 19488	BOEING 727223				ANGLE	CORRODED BS 400-420		12/12/97 EISA97278
MAIN CABIN, FLOOR SUPPORT FS 400-420 HAS CORROSION. REMOVED DAMAGED AREA, FABRICATED AND INSTALLED NEW ANGLE PER SRM 51-40-04. (M)									
5320 SCNA	282SC 22558	BOEING 727225				SUPPORT	CORRODED BS 344		1/13/98 SCNA98002
FLOOR SUPPORT CORRODED BETWEEN B STA 328 AND B STA 344, WL 207, RT BL 48 INCH (APPROX). REMOVED DAMAGED SECTION, FABRICATED AND INSTALLED NEW FLOOR SUPPORT IAW BOEING 727 SRM 53-12-03, 51-10-1 AND 51-30-2.									
5320 SCNA	282SC 22558	BOEING 727225				SUPPORT	CORRODED BS 328		1/13/98 SCNA98003
FLOOR SUPPORT CORRODED BETWEEN B STA 312 AND B STA 328, WL 207, RT BL 48 INCH (APPROX).									
5320 SCNA	282SC 22558	BOEING 727225				SUPPORT	CRACKED BS 1180		1/15/98 SCNA98004
AFT CARGO AT BS 1180 WL 208 FROM RBL 23 THRU 30 FLOOR SUPPORT STIFFENER CRACKED AND CORRODED. FABRICATED AND INSTALLED FLOOR SUPPORT IAW BOEING 727 SRM 51-30-2, 51-10-2 AND 51-10-6.									
5320 SCNA	282SC 22558	BOEING 727225				FRAME	CRACKED CARGO DOORWAY		1/14/98 SCNA98006
AFT CARGO DOOR TOOLING HOLE FWD FRAME CRACKED LOWER CORNER. STOP DRILLED CRACKED, FABRICATED AND INSTALLED REPAIR DOUBLER IAW SB 72753A0199.									
5320 IPXA	928UP 19091	BOEING 72722C				CHORD	CORRODED BS 880.5		1/22/98 UPS98225524
INSPECTION TYPE-SI, WHILE WORKING CUSTOMER ID 664363 FUSELAGE 136 FOUND CORROSION ON LOWER SURFACE OF LOWER PRESSURE BOX CHORD AT BS 880.5, RBL 65, WL 199. REMOVED CORROSION FOUND TO BE OUT OF LIMITS PER SRM 51-10-6, REPAIRED PER SRM 53-10-8.									
5320 IPXA	928UP 19091	BOEING 72722C				ANGLE BAC 1505100299	CORRODED BS 259		1/18/98 UPS98225516
INSPECTION TYPE:SI CORROSION (SDN C53-111-01.00-01) ON VERTICAL L ANGLE AT BS 259, LBL 26, WL 155 TO WL 165. CORROSION REMOVAL OUT OF LIMITS, REMOVED DAMAGED L ANGLE, FABRICATED REPAIR PARTS, INSTALLED PER SRM 51-40-4.									
5320 IPXA	943UP 19102	BOEING 72722C				CLEAT	CRACKED BS 1010		1/21/98 UPS98225577
INSPECTION TYPE-D, CRACKED CLEAT BS 1010, STRINGER 3L. REPLACED STRINEGR CLIP IAW SRM 51-30-2.									
5320 IPXA	943UP 19102	BOEING 72722C				WEB	CORRODED BS 220		1/21/98 UPS98225556
INSPECTION TYPE-D, CORROSION ON WEB OF AFT LT CORNER OF LOWER FORWARD NOSE CUTOUT, BS 220 APPROX, WL 156 APPROX. WEB REPLACED IAW SRM 57-30-2.									
5320 IPXA	943UP 19102	BOEING 72722C				ANGLE	CRACKED BS 920		1/16/98 UPS98225566
INSPECTION TYPE-D, TWO CRACKS DISCOVERED AT TOP FASTENER HOLES IN FRAME ANGLE BS 920 LT AT STRINGER 15. REPAIR CARRIED OUT IAW SRM 51-40-3 FIGURE 1.									
5320 IPXA	943UP 19102	BOEING 72722C				ANGLE	CRACKED BS 900		1/16/98 UPS98225567
INSPECTION TYPE-D, TWO CRACKS DISCOVERED AT TOP FASTENER HOLES IN FRAME ANGLE BS 900 LT AT STRINGER 15. REPAIR CARRIED OUT IAW SRM 51-40-3, FIGURE 1.									

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5320 IPXA	943UP 19102	BOEING 72722C				INTERCOSTAL	CRACKED DOORSTOP		1/21/98 UPS98225549
INSPECTION TYPE-D, DOOR STOP INTERCOSTAL FOUND CRACKED. INTERCOSTAL FABRICATED FROM 7075-0, 0.050 INCH THICK AND INSTALLED IAW SRM 51-30-2.									
5320 IPXA	943UP 19102	BOEING 72722C				ANGLE	CRACKED BS 880		1/10/98 UPS98225550
INSPECTION TYPE-D, 2 CRACKS FOUND AROUND TOP FASTENER HOLES IN FRAME ANGLE BS 880 LT AT STRINGER 15. REPAIRED IAW SRM 51-40-3 FIGURE 1.									
5320 IPXA	943UP 19102	BOEING 72722C				SHEAR TIE	CRACKED CARGO COMPT		1/21/98 UPS98225554
INSPECTION TYPE-D, LOWER FWD CARGO COMPARTMENT SHEAR TIE AT FRAME 540 ABOVE STRINGER 18L IS CRACKED. SHEAR TIE REPAIRED IAW SRM 51-40-03 FIGURE 1.									
5320 IPXA	943UP 19102	BOEING 72722C				DOOR STOP	CRACKED CARGO DOOR		1/21/98 UPS98225561
INSPECTION TYPE-D, LOWER AFT CARGO DOOR, NR 1 FWD STRUCTURAL STOP CRACKED. STOP REPLACED IAW SRM 51-30-2.									
5320 DHILA	717DH 19389	BOEING 72723				ANGLE BAC1515531	BENT BS 558		1/2/98 DHL9871769C
AT C CHECK, L ANGLE AT FLOOR LEVEL RBL 64 BENT STA 558. REMOVED AND REPLACED ANGLE PER SRM 51-40-4, 80 LONG, N/R 5150.									
5320 DHILA	717DH 19389	BOEING 72723				ANGLE	CRACKED BS 524		1/2/98 DHL9871767C
AT C CHECK, L ANGLE CRACKED AT FLOOR LEVEL AT RBL 664, STA 524 CRACKED. REMOVED AND REPLACED ANGLE PER SRM 51-40-4, 80 LONG, N/R 5143.									
5320 DHILA	717DH 19389	BOEING 72723				ANGLE BAC 1515531	CRACKED BS 504		1/2/98 DHL9871766C
AT C CHECK, L ANGLE AT FLOOR LEVEL AT RBL 64 CRACKED AT STA 504. REMOVED AND REPLACED ANGLE PER SRM 51-40-4, 80 LONG, N/R 5143.									
5320 DHILA	717DH 19389	BOEING 72723				CHANNEL	BROKEN BS 680		12/31/97 DHL9871729C
AT C CHECK, FWD CARGO COMPT CEILING CENTER SUPPORT CHANNEL AT STA 680 BROKEN. INSTALLED DOUBLER PER SRM 51-40-2, 6 BY 3.5, N/R 3153.									
5320 DHILA	717DH 19389	BOEING 72723				ANGLE BAC 14902631	CRACKED BS 1149		12/30/97 DHL9871728C
AT C CHECK, AFT CARGO AREA FLOOR SUPPORT ANGLE, AT FS 1149 ABOVE STRINGERS 29 AND 30 RT, CRACKED. INSTALLED NEW ANGLE SUPPORT AS PER SRM 51-10-1, N/R 3113.									
5320 DHILA	717DH 19389	BOEING 72723				WEB	CRACKED BS 1223-1243		12/30/97 DHL9871722C
AT C CHECK, AFT STAIRWELL LEFT SIDE HORIZONTAL WEB BETWEEN STA 1223 AND 1243 AREA OF STRINGER 12 O/B FWD LIGHTING HOLE STOP DRILL DEVELOPING CRACK. ROUTED OUT DAMAGED AREA AT AFT STAIRWELL. INSTALLED REPAIR PER SRM 51-40-2, 3 BY 3, N/R 3091.									
5320 DHILA	717DH 19389	BOEING 72723				ANGLE	CRACKED FUSELAGE		1/2/98 DHL9871719C
AT C CHECK, ANGLE CRACKED BENEATH SEAL RETAINER ABOVE AFT OF RT MLG DOOR AFT I/B HINGE. REMOVED AND REPLACED ANGLE SUPPORT PER SRM 51-10-1, 12 BY 4, N/R 7010.									
5320 DHILA	717DH 19389	BOEING 72723				FLANGE	DENTED BS 540		1/2/98 DHL9871717C
AT C CHECK, STA 540 I/B FLANGE DENTED BELOW S-16 R. REMOVED AND REPLACED DOUBLER REPAIR PER SRM 51-40-3, 12.75 BY 4.5, FILLER 12.75 BY 4, N/R 5147.									

***** DENOTES SIGNIFICANT OCCURRENCE

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5320 DHLA	717DH 19389	BOEING 72723				ANGLE	BENT BS 605		1/2/98 DHL9871712C
AT C CHECK, L ANGLE AT STA 605, AT RBL 64 BENT AT FWD END OF AIR DUCT. REPLACED ANGLE FROM 605 TO 620 PER SRM 51-10-1, N/R 3188.									
5320 DHLA	717DH 19389	BOEING 72723				ANGLE	CRACKED BS 618		1/2/98 DHL9871711C
AT C CHECK, L ANGLE AT FLOOR LEVEL RBL 64 CRACKED AND MISSING PIECE FROM STA 618. REPLACED ANGLE FROM 605 TO 620 PER SRM 51-10-1, N/R 3189.									
5320 DHLA	717DH 19389	BOEING 72723				ANGLE BAC 1515531	CRACKED BS 585		1/2/98 DHL9871770C
AT C CHECK, L ANGLE AT FLOOR LEVEL AT RBL 64 CRACKED AT STA 585. REMOVED AND REPLACED ANGLE PER SRM 51-40-4 FROM STA 490 TO 590, N/R 5152.									
5320 DHLA	717DH 19389	BOEING 72723				FLANGE	DENTED BS 580		1/2/98 DHL9871718C
AT C CHECK, STA 580 I/B FLANGE DENTED BELOW S-16R WEB. REMOVED PREVIOUS REPAIR, INSTALLED DOUBLER PER SRM 51-40-3, 15 BY 4.5, N/R 5151.									
5320 DHLA	717DH 19389	BOEING 72723				ANGLE BAC 1515531	CRACKED BS 544		1/2/98 DHL9871768C
AT C CHECK, L ANGLE AT FLOOR LEVEL RBL 64, STA 544 CRACKED. REMOVED AND REPLACED ANGLE PER SRM 51-40-4, 80 INCHES LONG, N/R 5148.									
5320 CALA	17407 21270	BOEING 727243				FRAME	CRACKED R-1 DOOR		1/20/98 CALA9800092
INSPECTION FOUND A 3.5 CRACK IN UPPER AFT CORNER OF R-1 DOOR FRAME. A REPAIR WAS FABRICATED AND INSTALLED IAW DRAWING 69-69978, SRM 57-10-02, AND ECRA 5240-01223.									
5320 CALA	578PE 21661	BOEING 727243				ANGLE	CRACKED BS 1263		1/27/98 CALA9800123
INSPECTION FOUND A 1.5 INCH CRACK IN AFT STAIRS ACTUATOR ATTACH ANGLES AT STA 1263 INSIDE RT TORQUE BULKHEAD. NEW ANGLES WERE FABRICATED AND INSTALLED IAW SRM 51-30-2 AND 51-10-1.									
5320 CALA	578PE 21661	BOEING 727243				BRACKET	CRACKED BS 1263		1/27/98 CALA9800122
INSPECTION FOUND A 1 INCH CRACK ON AFT SIDE OF AFT AIRSTAIRS ACTUATOR ATTACH BULKHEAD SUPPORT BRACKET AT STA 1263. A NEW BRACKET WAS FABRICATED AND INSTALLED IAW SRM 51-10-1.									
5320 CALA	578PE 21661	BOEING 727243				SUPPORT	CORRODED BS 616-660		1/27/98 CALA9800110
INSPECTION FOUND RT FLOOR SUPPORT IN FORWARD BAGGAGE BIN CORRODED FROM DTA 616 TO 660. THE FLOOR SUPPORT WAS REMOVED AND A NEW SUPPORT WAS FABRICATED AND INSTALLED IAW SRM 51-40-2.									
5320 CALA	578PE 21661	BOEING 727243				ANGLE	CORRODED BS 616		1/27/98 CALA9800111
INSPECTION FOUND Z-ANGLE CORRODED AT STA 616 ABOVE STRINGER 26R IN FORWARD BAGGAGE BIN. THE ANGLE WAS REMOVED AND A NEW ANGLE WAS FABRICATED AND INSTALLED IAW SRM 51-40-2.									
5320 CALA	578PE 21661	BOEING 727243				ANGLE	CRACKED BS 1273		1/27/98 CALA9800121
INSPECTION FOUND A 1 INCH CRACK IN FORWARD SUPPORT ANGLE OF AFT AIRSTAIRS RT SIDE STA 1273 (TORQUE BOX). ALSO, A 1 INCH CRACK WAS FOUND IN UPPER ANGLE OF AFT SIDE OF BULKHEAD IN AFT AIRSTAIR AREA ON RT SIDE AT STA 1273. NEW ANGLES WERE FABRICATED AND INSTALLED IAW SRM 51-10-1.									

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5321 DHLA	717DH 19389	BOEING 72723				FLOOR PANEL	DELAMINATED BS 520		12/29/97 DHL9871740C
AT C CHECK, STA 520 LEFT NR 2 FLOOR PANEL DELAMINATED. REMOVED AND REPLACED PANEL PER SRM 51-30-2, 29.87 BY 19.25, N/R 5108.									
5321 DHLA	717DH 19389	BOEING 72723				FLOOR PANEL	CRACKED COCKPIT		12/30/97 DHL9871785C
AT C CHECK, CAPT FLOOR PANELS EDGES WORN THIN AND CRACKED, PIECES AROUND CONTROL COLUMN BROKEN. CUT OUT DAMAGED AREAS, FABRICATED AND INSTALLED PANELS PER SRM 53-20-2, 2 BY 4, N/R 5043.									
5321 DHLA	717DH 19389	BOEING 72723				FLOOR PANEL	DELAMINATED BS 950		12/29/97 DHL9871761C
AT C CHECK, RT STA 950 FLOOR NR 6, DELAMINATED. REMOVED AND REPLACED FLOOR PANEL NR 6 PER SRM 51-30-2, 81 BY 16, N/R 5114.									
5321 DHLA	717DH 19389	BOEING 72723				FLOOR PANEL	DELAMINATED BS 950		12/29/97 DHL9871760C
AT C CHECK, R/S STA 950 NR 5 FLOOR PANEL DELAMINATED. REMOVED AND REPLACED FLOOR PANEL PER SRM 51-30-2, 27 BY 19.75, N/R 5113.									
5321 DHLA	717DH 19389	BOEING 72723				FLOOR PANEL	DELAMINATED BS 840		12/29/97 DHL9871759C
AT C CHECK, LEFT SIDE STA 840 FLOOR PANEL NR 2 DELAMINATED. REMOVED AND REPLACED PANEL PER SRM 51-30-2, N/R 5112.									
5321 DHLA	717DH 19389	BOEING 72723				FLOOR PANEL	DELAMINATED BS 848		12/29/97 DHL9871758C
AT C CHECK, LT STA 848 FLOOR PANEL NR 4 DELAMINATED. REMOVED AND REPLACED FLOOR PANEL PER SRM 51-30-2, 22 BY 17, N/R 5111.									
5321 DHLA	717DH 19389	BOEING 72723				FLOOR PANEL	DELAMINATED BS 848		12/29/97 DHL9871757C
AT C CHECK, LT STA 848 FLOOR PANEL DELAMINATED. REMOVED AND REPLACED FLOOR PANEL PER SRM 51-30-2, N/R 5110.									
5321 DHLA	717DH 19389	BOEING 72723				FLOOR PANEL	CRACKED RT COCKPIT		12/30/97 DHL9871746C
AT C CHECK, F/O FLOOR PANELS WORN, AND BROKEN. REMOVED PANELS, FABRICATED REPAIRS AND REINSTALLED PER SRM 51-10-2, 2 BY 4, N/R 5066.									
5321 DHLA	717DH 19389	BOEING 72723				FLOOR PANEL	DELAMINATED BS 600		12/29/97 DHL9871745C
AT C CHECK, LT SIDE FWD OF STA 600 FLOOR PANEL NR 2 DELAMINATED. REMOVED AND REPLACED FLOOR PANELS PER SRM 51-30-2, 20 BY 80, N/R 5105.									
5321 DHLA	717DH 19389	BOEING 72723				FLOOR PANEL	DELAMINATED BS 520		12/29/97 DHL9871743C
AT C CHECK, LT SIDE STATION 520 NR 1 FLOOR PANEL DELAMINATED. REMOVED AND REPLACED FLOOR PANEL PER SRM 51-30-2, 24 BY 7 FT, N/R 5107.									
5321 DHLA	717DH 19389	BOEING 72723				FLOOR PANEL	DELAMINATED BS 740		12/30/97 DHL9871739C
AT C CHECK, RT STATION 740 NR 6 FLOOR PANEL DELAMINATED. REPLACED PANEL PER SRM 51-30-2, 16.5 BY 16.75, N/R 5130.									
5321 DHLA	717DH 19389	BOEING 72723				FLOOR PANEL	DELAMINATED BS 720		1/5/98 DHL9871738C
AT C CHECK, RT SIDE STA 720 NR 6 FLOOR PANEL IS DELAMINATED. REPLACED PANEL PER SRM 51-30-2, 27 BY 16.5, N/R 5131.									

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5321 DHLA	717DH 19389	BOEING 72723				FLOOR PANEL	DELAMINATED BS 580		12/29/97 DHL9871744C
AT C CHECK, STA 580 CABIN NR 3 CENTER FLOOR PANEL DELAMINATED. REMOVED AND REPLACED PANEL PER SRM 51-30-2, 5 FT BY 4 FT, N/R 5106.									
5330 DALA	805EA 22436	BOEING 727225				SKIN 655456512	CORRODED BS 500		1/20/98 DL72S980203
THE FUSELAGE SKIN BETWEEN STA 490 TO 520 WAS FOUND CORRODED AT STRINGER 27R. THE DAMAGED SKIN WAS CUTOUT AND A DOUBLER AND STRUCTURAL FILLER WERE INSTALLED. THE REPAIR WAS ACCOMPLISHED PER ER/A 363702-14, REV B.									
5330 DHLA	717DH 19389	BOEING 72723				SKIN	DENTED BS 420		12/31/97 DHL9871727C
AT C CHECK, FUSELAGE SKIN DENTED AT STA 420 ABOVE S-23R. CUT OUT DAMAGED AREA, INSTALLED DOUBLER PER SRM 53-30-3, 11 BY 10, N/R 3178.									
5330 DHLA	717DH 19389	BOEING 72723				SKIN	DENTED BS 500		12/30/97 DHL9871726C
AT C CHECK, FUSELAGE EXT SKIN DENT AT APPROX STA 500 BELOW 17R. CUT OUT DAMAGED AREA AND INSTALLED EXTERNAL DOUBLER REPAIR PER SRM 53-30-3, 10 BY 9, N/R 3076.									
5330 DHLA	717DH 19389	BOEING 72723				SKIN	DENTED BS 600		12/31/97 DHL9871724C
AT C CHECK, FUS SKIN DENTED AT STA 600 S19R. CUT OUT DAMAGED AREA AND INSTALLED REPAIR PER SRM 53-30-3. FILLER 2.5 BY 7, DOUBLER 10.75 BY 7, N/R 3179.									
5330 DHLA	717DH 19389	BOEING 72723				SKIN	DENTED BS 312		12/10/97 DHL9871723C
AT C CHECK, FUSELAGE EXT SKIN DENTED AT STA 312 S-23R. CUT OUT DAMAGED AREA, REPAIRED PER SRM 513-30-3, 10 BY 8, N/R 3080.									
5330 DHLA	717DH 19389	BOEING 72723				SKIN	DENTED BS 405		12/30/97 DHL9871710C
AT C CHECK, FUSELAGE EXT SKIN HAS DENT AT STA 405 ABOVE STR 22 RT, CUT OUT AREA OF DENT AND INSTALLED DOUBLER REPAIR PER SRM 53-30-3 9.5 BY 10.5, N/R 3079.									
5330 DALA	403DA 21147	BOEING 727232				SKIN 655458297	DAMAGED BS 1030		1/23/98 DL72S980204
FUSELAGE SKIN DAMAGE AT BS 1030 AND S3L OCCURRED. REPAIRED PER ERA 331249-14.									
5330 CALA	578PE 21661	BOEING 727243				SKIN	DENTED BS 1030		1/27/98 CALA9800109
INSPECTION FOUND FUSELAGE SKIN DENTED AT STA 1030 BETWEEN STRINGERS 20-21L. A REPAIR WAS FABRICATED AND INSTALLED IAW SRM 53-30-3 AND 51-10-6.									
5344 DHLA	717DH 19389	BOEING 72723				FITTING 655343313	CRACKED CARGO DOORWAY		1/2/98 DHL9871713C
AT C CHECK, LOWER AFT CARGO COMPT DOOR CUTOUT , 2ND STOP FITTING FROM AFT BOTTOM CRACKED. REMOVED AND REPLACED FITTING PER SRM 51-10-1, N/R 3198.									
5347 IPXA	943UP 19102	BOEING 72722C				SEAT TRACK 654197736	CRACKED BS 344-360		1/19/98 UPS98225574
INSPECTION TYPE-D, SHORT SECTION OF SEAT TRACK BETWEEN BS 344 AND BS 360 AT RBL 62 IS CRACKED. SECTION OF SEAT RAIL REPLACED IAW IAW SRM 51-30-2.									
5347 DHLA	717DH 19389	BOEING 72723				SEAT TRACK	DAMAGED BS 950		12/30/97 DHL9871764C
AT C CHECK, RT NR 5 TRACK AT STA 950, DAMAGED. REMOVED AND REPLACED TRACK PER SRM 53-10-5, 30 LONG, N/R 5132.									

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5347 DHLA	717DH 19389	BOEING 72723				SEAT TRACK	CORRODED BS 560		12/30/97 DHL9871763C
AT C CHECK, AFT OF STATION 560 NR 2 TRACK HAS CORROSION. REMOVED TRACK AND INSTALLED PER SRM 53-10-5, 80 N/R 5127.									
5347 DHLA	717DH 19389	BOEING 72723				SEAT TRACK	CORRODED BS 600		12/30/97 DHL9871762C
AT C CHECK, SEAT TRACK STA 500 TO STA 600 LBL 24 CORRODED. CUT OUT DAMAGED SECTION AND INSTALLED PER SRM 53-10-5, 20 LONG, N/R 5125.									
5347 DHLA	717DH 19389	BOEING 72723				SEAT TRACK	DAMAGED BS 620		1/2/98 DHL9871714C
AT C CHECK, SEAT TRACK NR 2 AND FLOORBEAM DAMAGED AT BS 620 LEFT SIDE. CUT OUT DAMAGED SECTION FROM BS 620 TO 640, CUTOUT DAMAGED UPPER CHORD BEAM 11 STA 620 LBL 39. INSTALLED FLOORBEAM REPAIR PER SRM 53-10-8, 28. INSTALLED NEW SECTION OF SEAT TRACK PER SRM 53-10-5 FROM 620 TO 640, N/R 5140.									
5350 DHLA	717DH 19389	BOEING 72723				TAIL CONE	DAMAGED AFT FUSELAGE		12/30/97 DHL9871755C
AT C CHECK, HOLE IN TAILCONE, RT SIDE OF ATTACH POINT 4 ABOVE CENTERLINE. INSTALLED FIBERGLASS OVERLAY PER SRM 51-40-8, N/R 4016.									
5350 DHLA	717DH 19389	BOEING 72723				TAIL CONE	GOUGED FUSELAGE		12/30/97 DHL9871754C
AT C CHECK, 2 EACH GOUGES LEFT TAILCONE 4" AFT OF ATTACH POINT AND 16 ABOVE CENTERLINE. INSTALLED OVERLAY REPAIR AT TAILCONE PER SRM 51-40-8, N/R 4015.									
5350 DHLA	717DH 19389	BOEING 72723				TAIL CONE	GOUGED AFT FUSELAGE		12/29/97 DHL9871753C
AT C CHECK, GOUGE IN TAIL CONE LEFT SIDE. INSTALLED FIBERGLASS REPAIR PER SRM 51-40-8, N/R 4014.									
5350 DHLA	717DH 19389	BOEING 72723				TAIL CONE	DELAMINATED AFT FUSELAGE		1/3/98 DHL9871756C
AT C CHECK, TAILCONE DELAMINATED. INSTALLED FIBERGLASS REPAIR PER SRM 51-40-8, N/R 4023.									
5414 DHLA	717DH 19389	BOEING 72723				SKIN	CRACKED NR 3 STRUT		12/31/97 DHL9871773C
AT C CHECK, NR 3 ENGINE STRUT TE SKIN CRACKED AND DISBONDED. STOP DRILLED AND INSTALLED TWO DOUBLERS PER SRM 51-40-2, 3,5 BY 4, N/R 6039.									
5510 CALA	17407 21270	BOEING 727243				LUGS	CORRODED HORIZ STAB		1/19/98 CALA9800091
INSPECTION FOUND HORIZONTAL STABILIZER LEFT AND RIGHT BEARING SUPPORT VERTICAL LUGS CORRODED. THE LT VERTICAL LUGS WERE REWORKED IAW ECRA 5550-01033. THE RT VERTICAL LUGS WERE REWORKED IAW ECRA 5550-01141.									
5522 UALA	7269U 21416	BOEING 727222	PWA JT8D15			SKIN 65C17503ICC	CRACKED LT ELEVATOR		7/1/97 97UAL900524
ON BOTTOM OF LEFT ELEVATOR APPROXIMATELY 15 INCHES FORWARD OF TAB THERE IS A 5 INCH CRACK WITH SEVERAL LOOSE RIVETS HANGING OUT OF PANEL. *S/D* REPAIRED LEFT ELEVATOR PER SPECS.									
5542 DALA	538DA 22076	BOEING 727232				SKIN	CRACKED RUDDER		1/21/98 DL72S980175
FOUND ON C2 LETTER CK, TWO .75 INCH CRACKS OUT OF TWO ADJACENT RIVETS LT SIDE OF LOWER RUDDER. REPAIRED PER SRM 55-20-3 REF SRM 55-40-2 FIG 1 FOR INFO.									

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5712 CALA	76752 21248	BOEING 727227				RIB	CRACKED WS 130		1/24/98 CALA9800105
INSPECTION FOUND A 2 INCH CRACK AT FASTENER IN RT WING RIB INBOARD OF NR 4 LEADING EDGE FLAP AT L/E STA 130. THE CRACKED AREA WAS REMOVED, A REPAIR WAS FABRICATED AND INSTALLED IAW SRM 51-10-2 AND 51-30-2.									
5712 DHLA	717DH 19389	BOEING 72723				RIB	CRACKED WS 738.5		12/27/97 DHL9871732C
AT C CHECK, INSP UPPER AND LOWER RIB CHORDS AT WS 738.5. FOUND LOWER RIB FLANGE CRACKED AT STR 6. INSTALLED DOUBLER REPAIR PER SRM 57-10-5, 9.75 BY 3.75, N/R 2017.									
5712 DHLA	717DH 19389	BOEING 72723				RIB	CRACKED WS 656		12/27/97 DHL9871733C
AT C CHECK, INSP UPPER AND LOWER RIB CHORDS AT WS 656.5 CRACK AT STR 6. INSTALLED DOUBLER REPAIR PER SRM 57-10-5, 9.25 BY 3.75, N/R 2015.									
5712 DHLA	717DH 19389	BOEING 72723				RIB	CRACKED WS 546		1/5/98 DHL9871747C
AT C CHECK, LEFT WING INTERIOR, LOWER FLANGE OF WING RIB CRACKED AT STRINGER 8 ATTACH FASTENER, WS 546.5. INSTALLED RIB REPAIR PER SRM 57-10-5, 9 BY 3.75, N/R 1236.									
5712 DHLA	717DH 19389	BOEING 72723				RIB	CRACKED WS 601.5		1/4/98 DHL9871709C
AT C CHECK, RT WING RIB STA 601.5 CRACKED AT LOWER FLANGE AT STR 6. STOP DRILLED END OF CRACK, ACCOMPLISHED NDT, AND INSTALLED DOUBLER REPAIR PER SRM 57-10-5, 9.75 BY 3.75, N/R 2167.									
5712 DHLA	717DH 19389	BOEING 72723				RIB	CRACKED WS 546		12/27/97 DHL9871730C
AT C CHECK, INSP UPPER AND LOWER RIB CHORDS AT WS 546.5 FOUND CRACKED AT LOWER RIB FLANGE. INSTALLED DOUBLER REPAIR AT FLANGE AT STR 8 PER SRM 57-10-5, 9.75 BY 3.75, N/R 2012.									
5712 DHLA	717DH 19389	BOEING 72723				RIB	CRACKED WS 686.5		1/5/98 DHL9871736C
AT C CHECK, LEFT WING INTERIOR, LOWER FLANGE OF WING RIB CRACKED AT STR 8 WS 686.5. INSTALLED RIB REPAIR PER SRM 57-10-5, 9.75 BY 3.75, N/R 1238.									
5712 DHLA	717DH 19389	BOEING 72723				RIB	CRACKED WS 686.5		1/5/98 DHL9871735C
AT C CHECK, UPPER FLANGE OF WING RIB CRACKED AT STR 13 ATTACH FASTENER, WS 686.5. INSTALLED RIB REPAIR PER SRM 57-10-5, 9.75 BY 3.75, N/R 1239.									
5712 DHLA	717DH 19389	BOEING 72723				RIB	CRACKED WS 629.		12/27/97 DHL9871731C
AT C CHECK, INSPECT UPPER AND LOWER RIB CHORDS AT WS 629. FOUND CRACK AT RIB STR 6, INSTALLED DOUBLER REPAIR PER SRM 57-10-5, 9.75 BY 3.75, N/R 2014.									
5712 DHLA	717DH 19389	BOEING 72723				RIB	CRACKED WS 686.5		12/29/97 DHL9871702C
AT C CHECK, INSPECTION OF UPPER AND LOWER RIB CHORDS AT WL 686.5, FOUND CRACK ON LOWER FLANGE OF STR 6 RIB. STOP DRILLED END OF CRACK, INSTALLED DOUBLER REPAIR PER SRM 57-10-5. REPAIR 9.75 BY 3.75.									
5712 DHLA	717DH 19389	BOEING 72723				RIB	CRACKED WS 629		1/5/98 DHL9871737C
AT C CHECK, LOWER FLANGE OF WING RIB CRACKED AT STR 6 ATTACH FASTENER WS 629. INSTALLED DOUBLER REPAIR AT LOWER RIB FLANGE PER SRM 57-10-5, 9.75 BY 3.75, N/R 1237.									

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5712 DALA	403DA 21147	BOEING 727232				RIB	CRACKED RT WING		12/23/97 DL72S980168
ITEM: AT HMV2 FOUND R/W STA 656-5 UPPER STRINGER TO RIB ATTACH IS CRACKED LOC 2ND STRINGER FWD OF REAR SPAR. PLUGGED HOLE PER ERA 33125-14AD STOP DRILLED/REPAIR PART PER MM 57-13-0 FABD PART PER ERA.									
5713 DHLA	717DH 19389	BOEING 72723				STRINGER	CRACKED BS 656.5		1/4/98 DHL9871708C
AT C CHECK, RT WING UPPER AFT STR CRACKED AT WS 656.5. HFEC, INSTALLED REPAIRED ANGLES PER S/B 57A159, ANGLES 10.6 AND 4.3, N/R 2166.									
5713 CALA	578PE 21661	BOEING 727243				STRINGER	CRACKED WS 656.50		1/27/98 CALA9800117
INSPECTION FOUND A .5 INCH CRACK IN VENT BOX STRINGER INSIDE LT WING TANK ACCESS 7217, WS 656.50. A REPAIR WAS INSTALLED IAW EA 5712-01050.									
5720 CALA	578PE 21661	BOEING 727243				ANGLE	CRACKED WS 130		1/27/98 CALA9800114
INSPECTION FOUND A 6 INCH CRACK AT FASTENERS IN SUPPORT ANGLE INSIDE LT WING INBOARD LEADING EDGE AREA AFT OF NR 1 LEADING EDGE FLAP INBOARD END AT L/E STA 130. THE ANGLE WAS REMOVED AND A NEW ANGLE WAS FABRICATED AND INSTALLED IAW SRM 51-30-2 AND 51-10-1.									
5720 CALA	578PE 21661	BOEING 727243				ANGLE	CRACKED WING RIB		1/27/98 CALA9800116
INSPECTION FOUND A 2 INCH CRACK THROUGH TWO FASTENER HOLES OF RIB SUPPORT ANGLE AT WING LEADING EDGE SLAT STA 0. THE RIB SUPPORT ANGLE WAS REMOVED AND REPLACED IAW SRM 51-10-1.									
5730 EISA	6813 19488	BOEING 727223				SKIN	CRACKED WS 450		12/12/97 EISA97275
LEFT WING LEADING EDGE UPPER SURFACE EXTERIOR SKIN HAS APPROX 0 INCH CRACK AT WS 450. FABRICATED AND INSTALLED DOUBLER PER SRM 51-10-1 AND 51-30-02. (M)									
5730 IPXA	943UP 19102	BOEING 72722C				SKIN	CRACKED WS 105		1/16/98 UPS98225570
INSPECTION TYPE-D, CRACK ON INNER SKIN L/E STN 105 (RIGHT HAND WING LEADING EDGE). DAMAGE REPAIRED IAW SRM 57-30-4.									
5730 DHLA	717DH 19389	BOEING 72723				SKIN	DELAMINATED RT WING		12/30/97 DHL9871703C
AT C CHECK, RT WING LOWER SURFACE PANEL 8505R, INSIDE SKIN IS DELAMINATED. INSTALLED BONDED REPAIR PER SRM 51-20-3, N/R 2031.									
5730 DHLA	717DH 19389	BOEING 72723				SKIN	DAMAGED WS 410		12/9/97 DHL9871751C
AT C CHECK, AFFECT PERMANENT REPAIR TO WING AT STA 410. CUT OUT DAMAGED AREA AND INSTALLED REPAIR PER SRM 57-30-4, 13 BY 8, N/R 2006.									
5730 DHLA	717DH 19389	BOEING 72723				SKIN	CORRODED RT WING		12/30/97 DHL9871752C
AT C CHECK, RIGHT WING LOWER SURFACE PANEL 8505R HAS CORROSION. INSTALLED FIBERGLASS OVERLAY REPAIR PER SRM 51-40-8, N/R 2034.									
5730 DHLA	717DH 19389	BOEING 72723				SKIN	CRACKED RT WING		12/31/97 DHL9871706C
AT C CHECK, RT WING LEADING EDGE CUTOUT FOR THE NR 5 SLAT INBD TRACK IS CRACKED AT TOP EDGE. STOP DRILLED, ROUTED OUT DAMAGED AREA. INSTALLED DOUBLER REPAIR PER SRM 57-30-4. DOUBLER 6 BY 5 FT, FILLER 1 BY 1, N/R 2093.									

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5730 CALA	578PE 21661	BOEING 727243				SKIN	CRACKED LT WING TE		1/27/98 CALA9800119
INSPECTION FOUND A .1875 INCH CRACK IN LT WING TRAILING EDGE UPPER SKIN AT NR 3 SPOILER THIRD CUTOUT FROM INBOARD HINGE. THE CRACK WAS STOP DRILLED, A DOUBLER WAS FABRICATED AND INSTALLED IAW SRM 57-30-4 AND 51-10-2.									
5730 CALA	578PE 21661	BOEING 727243				SKIN	CRACKED LT WING		1/27/98 CALA9800113
INSPECTION FOUND A .625 INCH CRACK IN LT WING UPPER FIXED LEADING EDGE SKIN WHERE NR 3 SLAT OUTBOARD HOOK ATTACHES. THE CRACK WAS STOP DRILLED IAW SRM 51-10-1. DOUBLER, BACK STRAP, AND FILLER WERE FABRICATED AND INSTALLED IAW SRM 57-30-4 AND 51-10-2.									
5730 CALA	578PE 21661	BOEING 727243				SKIN	CRACKED LT WING TE		1/27/98 CALA9800118
INSPECTION FOUND A .25 INCH CRACK IN LT WING TRAILING EDGE UPPER SKIN AT NR 3 SPOILER SECOND CUTOUT FROM INBOARD HINGE. THE CRACK WAS STOP DRILLED, A DOUBLER WAS FABRICATED AND INSTALLED IAW SRM 57-30-4 AND 51-30-2.									
5741 IPXA	943UP 19102	BOEING 72722C				BOTTLE PIN 65139017	PITTED BS 870		1/18/98 UPS98225581
INSPECTION TYPE-D, RIGHT HAND REAR BOTTLE PIN HAS WEAR AND LIGHT PITTING. RIGHT HAND AFT BOTTLE PIN REPLACED IAW MM 57-41-01.									
5741 IPXA	943UP 19102	BOEING 72722C				BOTTLE PIN 69139017	PITTED LT WING/FUS		1/18/98 UPS98225580
INSPECTION TYPE-D, LT REAR SPAR BOTTLE PIN HAS WEAR AND LIGHT PITTING. LT AFT BOTTLE PIN REPLACED IAW MM 57-41-01.									
5743 DALA	805EA 22436	BOEING 727225				BEAM 6582162	CORRODED MLG		1/19/98 DL72S980205
TYPICAL CORROSION WAS FOUND IN MANY OF THE HOLE BORES OF THE LT AND RT MAIN LANDING GEAR SUPPORT BEAMS AT THE SKIN PANEL ATTACH LOCATIONS. SURFACE CORROSION WAS ALSO FOUND ON THE BEAMS. THE SURFACE WAS MACHINED TO REMOVE CORROSION AND THE HOLE BORES WERE OVERSIZED. BUSHINGS AND OVERSIZE FASTENERS WERE INSTALLED PER ER/A 363569-14.									
5751 DHLA	717DH 19389	BOEING 72723				SKIN	DENTED LT AILERON		12/30/97 DHL9871741C
AT C CHECK, DENT IN LEFT WING OUTBD AILERON OUTBD UPPER SURFACE. INSTALLED FIBERGLASS REPAIR PER SRM 51-40-8. BALANCED PER SR51-80-4, N/R 1183.									
5752 DHLA	717DH 19389	BOEING 72723				TAB	DELAMINATED LT AILERON		12/30/97 DHL9871749C
AT C CHECK, LEFT WING OUTBD AILERON TAB APPEARS TO BE DELAMINATING ON UPPER AND LOWER SURFACE. BONDED REPAIR AND BALANCED PER SRM 51-40-5, N/R 1186.									
5753 UALA	7268U 21415	BOEING 727222	PWA JT8D15			RIVET	SHEARED LT TE FLAP		6/11/97 97UAL900450
AIRPLANE ROLLS OFF TO RIGHT EXCESSIVELY WHEN SPEED BRAKES ARE EXTENDED. ON VISUAL INSPECTION APPEARS THAT LEFT INBOARD FLAP IS NOT FULLY UP. *S/D* FOUND LEFT HAND INBOARD FLAP NOT FULLY UP. REPLACED SHEAR RIVET AND SYSTEM WORKED OK.									
5753 EISA	6813 19488	BOEING 727223				DOUBLER	CRACKED LT TE MID FLAP		12/12/97 EISA97277
LT WING, OUTBOARD MID FLAP, LOWER FORWARD SKIN HAS SEVERAL CRACKS ON DOUBLER AT OUTBOARD FORE FLAP TRACK AREA. FABRICATED DOUBLER AND FILLER PER SRM 51-40-03. (M)									
5753 IPXA	943UP 19102	BOEING 72722C				FLAP CARRIAGE	CORRODED NR 8 TE FLAP		1/21/98 UPS98225564
INSPECTION TYPE-D, NR 8 FLAP CARRIAGE IS CORRODED INSIDE SPINDLE BARE AND AROUND LARGE BEARING SEAT AREA. NR 8 FLAP CARRIAGE REPLACED IAW OHM 57-52-11 AND MM 27-51-13.									

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5753 IPXA	943UP 19102	BOEING 72722C				FLAP CARRIAGE	CORRODED NR 7 TE FLAP		1/21/98 UPS98225563
INSPECTION TYPE-D, NR 7 FLAP CARRIAGE HAS CORROSION INSIDE SPINDLE BARE AND AROUND LARGE BEARING SEAT. NR 7 FLAP CARRIAGE REPLACED IAW OHM 57-52-11 AND 27-51-13.									
5753 DHHLA	717DH 19389	BOEING 72723				FLAP	DELAMINATED LT TE FOREFLAP		12/30/97 DHL9871750C
AT C CHECK, LEFT WING INBD FOREFLAP DAMAGED 1 FOOT FROM OUTBD EDGE ON UPPER SURFACE. INSTALLED FIBERGLASS REPAIR PER SRM 51-40-8, N/R 1166.									
5753 DHHLA	717DH 19389	BOEING 72723				SKIN	DELAMINATED RT TE MIDFLAP		1/8/98 DHL9871707C
AT C CHECK, O/B MID FLAP T/E END DELAMINATED. INSTALLED REPAIR PER SRM 51-40-8. REPAIR 17 BY 4 N/R 2169.									
5753 DHHLA	717DH 19389	BOEING 72723				FLAP	DELAMINATED RT TE AFT FLAP		12/30/97 DHL9871704C
AT CHECK, R/W INBD AFT FLAP INSIDE SKIN HAS INTERM REPAIR. INSTALLED FIBERGLASS OVERLAY PER SRM 51-40-8, N/R 2035.									
5753 DALA	403DA 21147	BOEING 727232				SKIN	WORN NR 4 TE MIDFLAP		12/23/97 DL72S980189
DURING SHOP VISIT INSPECTION, THE MIDFLAP LEADING EDGE WAS FOUND WORN BEYOND SRM LIMITS AT THE IB END OF FLAP. THE LEADING EDGE WAS REPAIRED PER 727 MM 57-52-0 BY REMOVING THE DAMAGE AND INSTALLING A DOUBLER.									
5753 CALA	17407 21270	BOEING 727243				SKIN	CORRODED RT TE MIDFLAP		1/19/98 CALA9800090
INSPECTION FOUND RT WING INBOARD MID-FLAP UPPER SKIN PILLOWED WITH DISHED FASTENERS IN AREA ABOVE REAR SPAR UPPER CHORD APPROXIMATELY 21 INCHES FROM INBOARD END AND EXTENDING OUTBOARD 6.5 INCHES. A FILLER AND DOUBLER REPAIR WAS FABRICATED AND INSTALLED IAW SRM 57-50-04, FIGURE 8 AND 51-30-2.									
5753 DALA	297WA 22534	BOEING 727247				ANGLE 652163234	CRACKED NR 3 TE MIDFLAP		1/23/98 DL72W980195
REPAIR DOULBER CRACKED ON LOWER CHORD ANGLE 33 FROM I/B END. REPAIRED PER M/M 57-52-0 FIG 802.									
5753 DALA	297WA 22534	BOEING 727247				SPAR 652163233	CRACKED LT TE MIDFLAP		1/9/98 DL72W980194
AFT LOWER SPAR RAIL CRACKED TWO PLACES 33 AND 36 FROM I/B END. REPAIRED PER M/M 57-52-0 FIG 802.									
5753 IPXA	214UP 21342	BOEING 7272A1				BEAM BLOCK 6614734	CORRODED NR 3 TE FLAP		1/4/98 UPS98225518
INSPECTION TYPE:SI NR 3 FLAP TRACK REAR SPAR ATTACH POINT HAS CORROSION, ALSO BOTH FAIL/SAFE ATTACH HOLES. FLAP TRACK BEAM BLOCK REMOVED, FOUND OUT OF LIMITS AND REPLACED WITH NEW ITEM PER SRM 57-30-5, 51-10-2 AND 51-30-2.									
5754 DHHLA	717DH 19389	BOEING 72723				RIB	CRACKED NR 4 LE SLAT		12/31/97 DHL9871748C
AT C CHECK, NR 4 SLAT INBD RIB CRACKED AT ACTUATOR ATTACH. INSTALLED RIB REPAIR PER SRM 57-50-3, 4 BY 5 FT, N/R 1227.									
5754 DHHLA	717DH 19389	BOEING 72723				ANGLE 69179012	CRACKED NR 8 LE SLAT		12/31/97 DHL9871734C
AT C CHECK, NR 8 SLAT OUTBD SLAT ATTACH ANGLE CRACKED. REPLACED ANGLE PER SRM 51-10-1, N/R 2088.									

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5754 DHLA	717DH 19389	BOEING 72723				CASTING 65185338	CORRODED NR 2 LE FLAP		12/31/97 DHL9871742C
AT C CHECK, FITTING ON CASTING AT NR 1 KRUEGER FLAP CENTER ATTACHMENT TO WING. REMOVED AND REPLACED CASTING PER SRM 51-10-1, N/R 1200.									
5754 CALA	578PE 21661	BOEING 727243				SKIN	CRACKED NR 4 LE SLAT		1/27/98 CALA9800115
INSPECTION FOUND A .375 INCH CRACK IN LT WING NR 4 SLAT LOWER SKIN JUST OUTBOARD OF INBOARD TRACK AREA. THE CRACKED AREA WAS BLENDED OUT. A PATCH REPAIR WAS FABRICATED AND INSTALLED IAW SRM 51-50-1, 51-10-2, AND 57-50-3.									
5755 EISA	6813 19488	BOEING 727223				SKIN	DELAMINATED NR 7 SPOILER		12/12/97 EISA97276
RT WING, NR 7 SPOILER DELAMINATED AT FWD CENTER SECTION. REPAIRED SPOILER DELAMINATION PER SRM 51-40-06 AND 51-40-09. (M)									
7110 DHLA	717DH 19389	BOEING 72723				COWL	DAMAGED NR 2 ENGINE		12/31/97 DHL9871771C
AT C CHECK, NR 2 ENGINE LT AFT COWLING AFT BOTTOM DAMAGE AT CORNER. INSTALLED DOUBLER PER SRM 31-40-2, 3 BY 8, N/R 6021.									
7110 DHLA	717DH 19389	BOEING 72723				COWL	DENTED NR 1 ENGINE		1/2/98 DHL9871777C
AT C CHECK, NR 1 ENGINE BOTTOM COWLING EXTERIOR SKIN DENTED. CUT OUT DAMAGED SKIN AND INSTALLED DOUBLER PER SRM 54-10-3 9 BY 7, FILLER 5 BY 2, N/R 6112.									
7110 DHLA	717DH 19389	BOEING 72723				COWL	CRACKED NR 1 ENGINE		1/9/98 DHL9871783C
AT C CHECK, NR 1 ENGINE UPPER COWLING NR 1 I/B FRAME SECTION CRACKED. REPLACED FRAME SECTION PER SRM 51-40-3, 15 BY 6, N/R 6135.									
7110 DHLA	717DH 19389	BOEING 72723				COWL	WORN NR 1 ENGINE		1/2/98 DHL9877181C
AT C CHECK, NR 1 ENGINE TOP COWLING BLOWOUT PANEL INNER TOP DOUBLER CHAFFED THROUGH. REPLACED DOUBLER PER SRM 54-10-3, 1.5 BY 12, N/R 6125.									
7110 DHLA	717DH 19389	BOEING 72723				COWL	CHAFED NR 1 ENGINE		1/2/98 DHL9871782C
AT C CHECK, NR 1 ENGINE TOP COWL INNER STRUCTURE NR 7 RIB FROM FRONT TO BACK CHAFFED THROUGH. INSTALLED DOUBLER PER SRM 54-10-3, 8 BY 1.25 BY .75, FILLER 1 BY .75, N/R 6126.									
7110 DHLA	717DH 19389	BOEING 72723				COWL	TORN NR 1 ENGINE		1/2/98 DHL9871780C
AT C CHECK, NR 1 ENGINE TOP COWLING OUTBD 3RD LATCH CUTOUT METAL TORN. CUT OUT DAMAGED AREA AND INSTALLED REPAIR PER SRM 54-10-3 DOUBLER 3 BY 2.5', FILLER 1 BY 5, N/R 6121.									
7110 DHLA	717DH 19389	BOEING 72723				COWL	CRACKED NR 1 ENGINE		1/2/98 DHL9871779C
AT C CHECK, NR 1 ENGINE BOTTOM COWLING NR 4 LATCH CUTOUT AREA DOUBLER CRACKED. REPLACED DOUBLER PER SRM 51-40-3, 8 BY 7, N/R 6117.									
7110 DHLA	717DH 19389	BOEING 72723				COWL	CHAFED NR 1 ENGINE		1/2/98 DHL9871778C
AT C CHECK, NR 1 ENGINE BOTTOM 5TH RIB FROM FRONT 7 O'CLOCK POSITION CHAFFED THROUGH. REMOVED AND REPLACED DOUBLER PER SRM 54-10-3, 8 BY 3, N/R 6116.									

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7110 DHLA	717DH 19389	BOEING 72723				COWL	CHAFED NR 3 ENGINE		12/31/97 DHL9871784C
AT C CHECK, NR 3 ENGINE LOWER COWLING, 5TH CIRCUMFERENTIAL AFT BETWEEN OIL DOOR AND CSD IS CHAFFING. REMOVED OLD DOUBLER REPAIR, INSTALLED DOUBLER REPAIR PER SRM 54-10-3, 6 BY 1 BY 1, N/R 6061.									
7110 DHLA	717DH 19389	BOEING 72723				COWL	CRACKED NR 1 ENGINE		1/2/98 DHL9871776C
AT C CHECK, NR 1 ENGINE NOSE COWL HAS SEVERAL CRACKS IN EXTERIOR SKIN. CUT OUT DAMAGED AREA AND INSTALLED REPAIR PER SRM 54-30-3. DOUBLER, 12 BY 2.5, FILLER 3.75 BY 2.75, N/R 6109.									
7110 DHLA	717DH 19389	BOEING 72723				COWL	CRACKED NR 1 ENGINE		1/2/98 DHL9871775C
AT C CHECK, NR 1 ENGINE FIXED COWL 3RD HINGE FROM FRONT FLANGE WORN. STOP DRILL CRACK, INSTALLED REPAIR PER SRM 51-40-3, 4 BY 4, N/R 6095.									
7110 DHLA	717DH 19389	BOEING 72723				COWL	BENT NR 3 ENGINE		12/31/97 DHL9871774C
AT C CHECK, NR 3 ENGINE NOSE COWL AFT TE 9 O'CLOCK POS SKIN BENT AND EDGE JAGGED. CUT OUT DAMAGED AREA, CUT ACCESS HOLE. INSTALLED REPAIR PER SRM 54-10-3 7.5 BY 3, FILLER 2 BY .5. INSTALLED NACELLE ACCESS DOOR PER SRM 54-30-3. RING DOUBLER 10 BY .5, N/R 6044.									
7110 DHLA	717DH 19389	BOEING 72723				COWL	DELAMINATED NR 2 ENGINE		12/31/97 DHL9871772C
AT C CHECK, NR 2 ENGINE LT FWD COWLING BOTTOM AFT SECTION OF SKIN DELAMINATED. REMOVED DAMAGED SECTION AND INSTALLED STRAP PER SRM 51-40-2, 1 BY 38, N/R 6029.									
7110 DHLA	717DH 19389	BOEING 72723				COWLING	CHAFED NR 1 ENGINE		1/2/98 DHL9871720C
AT C CHECK, NR 1 ENGINE TOP COWLING OVERHEAD AFT CATCH INNER DOUBLER CHAFFED THROUGH. REPLACED INNER DOUBLER PER SRM 54-10-3, 8 BY 6, N/R 6124.									
7260 UALA	7270U 21417	BOEING 727222	PWA JT8D15			COUPLING RD3011	FAILED NR 3 ENGINE		6/19/97 97UAL900489
RETURNED TO GATE, NR 3 ENGINE WOULD NOT START. *S/D* STARTER COUPLING FAILED. REPLACED STARTER COUPLING SHAFT PER MM 72-60-10.									
7320 EISA	74318 20051	BOEING 727231	PWA JT8*			LINKAGE	DISCONNECTED NR 3 ENGINE		11/4/97 EISA97222
ENGINE NR 3 COULD NOT REDUCE POWER, PULLED THROTTLE BACK, NO CHANGE. SHUT NR 3 ENGINE DOWN. FOUND LINKAGE ON FUEL CONTROL DISCONNECTED. RECONNECTED LINKAGE. RAN ENGINE. OPS CHECK NORMAL. (M)									
7321 NWAA	716RC 22021	BOEING 7272S7	PWA JT8D17R			FUEL CONTROL 17636011	MALFUNCTIONED RT ENGINE	32841 9242	1/20/98 9801262713
AS TAKEOFF POWER WAS APPLIED, THE RIGHT ENGINE WAS SLOW RESPONDING TO THROTTLE SETTING. CREW ABORTED TAKEOFF AND RETURNED TO THE GATE. MAINTENANCE REPLACED THE RIGHT ENGINE FUEL CONTROL ASSEMBLY. OPERATIONAL CHECK OK. AIRCRAFT RETURNED TO SERVICE.									
7711 UALA	7278U 21425	BOEING 727222	PWA JT8D15			EPR	INOPERATIVE NR 2 ENGINE		7/3/97 97UAL900513
ABORTED TAKEOFF DUE TO NUMBER 2 ENGINE PRESSURE RATIO INOPERABLE.									
7933 EISA	367PA 22539	BOEING 727221				WIRE	BROKEN OIL TEMP BULB		1/4/98 EISA97286
NR 2 OIL TEMP ABOVE RED LINE ON TAKEOFF ENGINE SHUTDOWN. REPAIRED BROKEN WIRE AT TEMP BULB ON NR 2 ENGINE, OPS CHECK NORMAL. (M)									

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2130 UALA	342UA 24246	BOEING 737322	GE CFM56*		ALLIED SIGNA	PRSOV	FAILED NR 2 ENGINE		6/18/97 97UAL900478
RIGHT BLEED TRIP OFF LIGHT ON AND A SECOND LATER LEFT BLEED TRIP OFF LIGHT ON. TOTAL LOSS OF CABIN PRESSURE. INITIATED EMERGENCY DESCENT PROCEDURES. ACCOMPLISHED PNEUMATIC SYSTEM TROUBLESHOOTING ON BOTH ENGINES. NUMBER ONE ENGINE TESTED GOOD. NUMBER 2 ENGINE HI-STAGE VALVE, HIGH STAGE REGULATOR AND PRESSURE REGULATING AND SHUT-OFF VALVE FAILED TEST. REPLACED ALL THREE COMPONENTS. UNDER INVESTIGATION.									
2130 UALA	934UA 26662	BOEING 737522	GE CFM56*		BOEING 69291413	FLAPPER VALVE	STUCK OPEN EXTL PWR DOOR		6/27/97 97UAL900497
COULD NOT PRESSURIZE AIRCRAFT. *S/D* FOUND GROUND CART AIR HOOKUP FLAPPER VALVE STUCK IN THE FULL OPEN POSITION. VALVE WAS RESET TO CLOSED POSITION AND SPRINGS LUBRICATED. SUBJECT VALVE WAS REPLACED.									
2133 F3LA	271FL 22734	BOEING 7372L9				RELIEF VALVE 7207375	FAILED CABIN		12/19/97 F3LA97168
DEN - AIR TURNBACK, UPON DEPARTURE FROM DEN, FLT CREW REPORTED CABIN WOULD NOT PRESSURIZE. REPLACED PRESSURE RELIEF VALVE AND CHECKED OK. (M)									
2150 UALA	346UA 24250	BOEING 737322	GE CFM56*		ALLIED SIGNA 1060506	ACM	FAILED CABIN		7/2/97 97UAL900505
AFTER TAKEOFF, NOTICED SMELL OF BURNING, SOMETHING LIKE GLYCOL, AFTER DE-ICE OCCURRED. DISSIPATED OVER 5 MINUTES. *S/D* AFTER SYSTEM INSPECTION, FOUND METAL CHIPS IN RIGHT HAND AIR CYCLE MACHINE. ACM REPLACED, OPS CHECK GOOD.									
2170 UALA	346UA 24250	BOEING 737322	GE CFM56*		ALLIED SIGNA 8012401	COALESCER BAGS	DIRTY CABIN		7/1/97 97UAL900501
ODOR IN AIR CONDITIONING SYSTEM DURING CLIMB AND CRUISE. *S/D* ODOR DESCRIBED AS OIL OR BURNING RUBBER. REPLACED COALESCER BAGS (BOTH SIDES). INSPECTED BOTH AC BAYS AND NO DISCREPANCIES FOUND, OPS CHECK GOOD.									
2520 SWAA	370SW 26597	BOEING 7373H4				AIR DISTRIBUTION	ODOR CABIN		11/29/97 SWAA980039
RETURNED TO AUS DUE TO NAUSEA TYPE ODOR IN CABIN. INSPECTED AC SYSTEM, NO DEFECTS NOTED. REMOVED AND REPLACED WATER SEPARATORS PER BOEING M/M.									
2565 USAA	353US 23556	BOEING 737301				SLIDE D31591475	DEPLOYED SERVICE DOOR		12/27/97 USAASB97352
PHL - FORWARD SERVICE DOOR ESCAPE SLIDE DEPLOYED WHILE CLOSING THE DOOR AT THE GATE. MAINTENANCE REMOVED AND REPLACED THE FORWARD SERVICE DOOR ESCAPE SLIDE (PN D31591-475) AND INSPECTED THE CONTAINER/SLIDE OVER FOR FIT AND WEAR. NO MECHANICAL DISCREPANCIES NOTED. (X)									
2612 USAA	406US 23876	BOEING 737401				FIRE CNTRL PANEL 6937307145	FAILED FLIGHT COMPT	13198	12/30/97 USAASB97354
PHL - FL 0298 - UPON CLIMB-OUT FROM PHL AT 2,500 FEET, THE NR 1 ENGINE OVERHEAT LIGHT ILLUMINATED. CAPTAIN PULLED THROTTLE BACK TO IDLE AND LIGHT EXTINGUISHED. FLIGHT RETURNED TO FIELD AT PHL AND LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE REMOVED AND REPLACED THE P8-1 FIRE CONTROL PANEL. OPS CHECKS GOOD PER MM 26-11-00. (X)									
2751 UALA	308UA 23669	BOEING 737322	GE CFM56*			INDICATOR 1812996	MALFUNCTIONED TE FLAPS		6/13/97 97UAL900441
PER CREW, AFTER EXTENDING FLAPS TO 5 DEGREES, FLAPS LOCKED OUT. UNABLE TO MOVE UP OR DOWN. CYCLING TRAILING EDGE FLAP CIRCUIT BREAKER, NO HELP. NEEDLES ARE MATCHED. *S/D* THE TRAILING EDGE FLAP POSITION INDICATOR WAS DETERMINED TO BE THE CAUSE OF THE DISCREPANCY. THE INDICATOR WAS REMOVED AND REPLACED ON JUNE 13, 1997. THE TRAILING EDGE FLAP SYSTEM WAS TESTED AND NO PROBLEMS WERE NOTED.									
2820 P2EA	209US 19548	BOEING 737222				VALVE	FAILED FUEL SYSTEM		1/12/98 P2EA98003
PIT - FLT 435 - EMERGENCY DECLARED. LANDING AT DESTINATION AIRPORT UNEVENTFUL. WITH CROSS-FEED OPEN AND LEFT BOOST PUMPS OFF, FUEL CONTINUED TO BURN OUT OF THE LEFT WING TANK. REPLACED FUEL CROSS-FEED VALVE PER MM 28-22-21. LEAK AND OPS CHECK OK. RAN ENGINES AND ABLE TO FEED FROM LEFT OR RIGHT SIDE. (X)									

***** DENOTES SIGNIFICANT OCCURRENCE

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2822 UALA	9054U 19935	BOEING 737222	PWA JT8D7B			CIRCUIT BREAKER	TRIPPED NR 2		6/15/97 97UAL900453
NR 2 TANK FORWARD FUEL PUMP LOW PRESSURE LIGHT IS ON WHEN SWITCH IS ON WITH FUEL PRESENT IN THE TANK. CREW ATTEMPTED TO TURN PUMP OFF AND WOULD NOT TURN OFF. LEFT SWITCH IN ON POSITION AND SHORTLY THEREAFTER PUMP LOW PRESSURE LIGHT CAME ON. CREW FOUND PUMP CIRCUIT BREAKER POPPED.									
2822 UALA	9054U 19935	BOEING 737222	PWA JT8D7B			BOOST PUMP	MALFUNCTIONED NR 2		7/15/97 97UAL900538
NR 2 FORWARD LOW PRESSURE BOOST PUMP SLOW TO INDICATE.									
2913 SWAA	349SW 24408	BOEING 7373H4				PUMP 887477	MALFUNCTIONED B-HYD SYST		11/21/97 SWAA980044
DIVERTED TO DAL, DUE TO B SYSTEM HYDRAULIC OVERHEAT LIGHT ILLUMINATING. LANDED WITHOUT INCIDENT. REMOVED AND REPLACED B ELECTRIC PUMP RUN PER BOEING M/M.									
3150 UALA	992UA 22089	BOEING 737291	PWA JT8D17			T/O WARNING	ACTIVATED COCKPIT		6/30/97 97UAL900498
TAKEOFF WARNING HORN ENCOUNTERED AT APPROXIMATELY 120 KNOTS. AIRCRAFT WAS NOT PROPERLY CONFIGURED. SYSTEM OPS CHECK GOOD.									
3230 UALA	9053U 19934	BOEING 737222	PWA JT8D7B			ACCESSORY UNIT 6552811	MALFUNCTIONED LANDING GEAR	56139	6/6/97 97UAL900440
AFTER TAKEOFF, LANDING GEAR LEVER WOULDN'T MOVE PAST OFF. ACCOMPLISHED IRREGULAR PROCEDURE AND RETRACTED GEAR USING OVERRIDE TRIGGER. ON GEAR EXTENSION, LEVER LATCH AND GEAR LIGHT CIRCUIT BREAKER'S TRIPPED. *S/D* ACCOMPLISHED CHECK OF EXTENSION SYSTEM. COULD NOT DUPLICATE FAULT. CHECKED LEVER LATCH RESISTANCE AND PERFORMED VISUAL CHECK OF LATCH AREA. NO FINDINGS. REPLACED LANDING GEAR ACCESSORY UNIT AS PRECAUTIONARY. SYSTEM CHECKED GOOD DURING GEAR SWINGS.									
3230 UALA	387UA 24662	BOEING 737322	GE CFM56*			CONTROL MODULE	MISRIGGED LANDING GEAR		6/18/97 97UAL900477
NO GREEN LIGHT ON LEFT MAIN LANDING GEAR WHEN GEAR HANDLE PUT IN DOWN POSITION. GEAR DID NOT EXTEND AND WAS EXTENDED MANUALLY.									
3231 SWAA *****	390SW 26593	BOEING 7373H4				MECHANISM	OUT OF ADJUST NLG/LT MLG DOOR		1/17/98 SWAA980084
AFTER TAKEOFF, CREW REPORTED A VERY PRONOUNCED SIDE TO SIDE VIBRATION, YAW DAMPER WAS THEN TURNED OFF, NO HELP. DIVERTED TO PHX AND MADE AN UNEVENTFUL LANDING. REPLACED RUDDER PCU AND YAW DAMPER COUPLING AS A PRECAUTION PER BOEING M/M. AFTER FURTHER TROUBLESHOOTING AND TEST FLIGHTS, DURING GROUND GEAR RETRACTION TEST, FOUND NOSE GEAR AND LEFT MAIN GEAR DOORS OUT OF ADJUSTMENT.									
3233 UALA *****	9032U 19070	BOEING 737222	PWA JT8D7B			ACTUATOR 6544910	CRACKED LT MLG		7/6/97 7347 97UAL900549
LT MLG ACTUATOR OUTBOARD ATTACH LUG (HEAD END) WAS FOUND BROKEN IN HALF. THE HALF THAT WAS BROKEN OFF WAS FOUND IN TWO SEPARATE PIECES NEAR THE TRAILING EDGE PANEL. THE ACTUATOR WAS RETAINED IN POSITION BY THE GEOMETRY OF THE ACTUATOR BEAM ASSEMBLY. NO LANDING GEAR OPERATIONAL IRREGULARITIES PREVIOUSLY REPORTED.									
3233 SWAA	673AA 23251	BOEING 7373A4				ACTUATOR 69355006	FAILED LT MLG		1/15/98 SWAA980056
ON CLIMB-OUT AFTER GEAR RETRACTION, LEFT MAIN GEAR EXTENDED WITH HANDLE IN UP POSITION. REPLACED LEFT MAIN GEAR UPLOCK ACTUATOR PER BOEING M/M.									
3244 UALA	317UA 23949	BOEING 737322	GE CFM56*			TIRE 40X1424225	FAILED NR 1/2 MLG		3/14/97 97UAL900473
TIRE BLEW ON TAKEOFF. *S/D* NO SPECIFIC CAUSE NOTED REGARDING TREAD SEPARATION. REPLACED NR 1 AND NR 2 MAIN TIRES, OPS CHECK GOOD.									

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3244 UALA	352UA 24320	BOEING 737322	GE CFM56*			TIRE TREAD	FAILED LANDING GEAR		7/16/97 97UAL900556
TIRE TREAD LOSS ON TAKEOFF. SURROUNDING GEAR DOORS WERE DAMAGED.									
3260 SWAA	335SW 23939	BOEING 7373H4				CARD 655825029	FAILED E/E BAY		1/20/98 SWAA980052
AFTER TAKEOFF, AND NORMAL GEAR RETRACTION, GEAR HANDLE CENTERED. GEAR EXTENDED WITH BOTH RED AND GREEN LIGHTS. RAISED HANDLE, GEAR RETRACTED, BUT RED UNSAFE LIGHTS REMAINED ON. GEAR WAS AGAIN EXTENDED AND RETRACTED BUT TOOK EXCESSIVE AMOUNT OF TIME TO RETRACT. REPLACED PC CARD 986 AND PERFORMED RETRACT TEST PER BOEING M/M.									
3350 ASAA	744AS 21822	BOEING 737210C				RECEIVER 883200312	INOPERATIVE CABIN		12/6/97 ASAA9710131
SEA - DURING MAINTENANCE CHECK, THE EMERGENCY EXIT FLOOR TRACK LIGHTS AT ROW 14 AND ROW 18 WERE FOUND INOPERATIVE. REPLACED RECEIVER AT ROW 14, BATTERY AT ROW 18, AND AFT TRANSMITTER. LIGHTS OPERATED NORMALLY. REF: OPERATOR CONTROL NR 98ZZZX377. (X)									
3350 ASAA	744AS 21822	BOEING 737210C				BATTERY 8621014	DISCHARGED CABIN		12/6/97 98ZZZX377
SEA - DURING MAINTENANCE CHECK, THE EMERGENCY EXIT FLOOR TRACK LIGHTS AT ROW 14 AND ROW 18 WERE FOUND INOPERATIVE. REPLACED RECEIVER AT ROW 14, BATTERY AT ROW 18, AND AFT TRANSMITTER. LIGHTS OPERATED NORMALLY. REF: OPERATOR CONTROL NR ASAA9710131.									
3350 CALA	10248 20344	BOEING 737219				BATTERY PACK 6104789	DISCHARGED CABIN		1/25/98 CALA9800106
INSPECTION FOUND EMERGENCY LIGHTS INOPERATIVE FROM ROW 4 FORWARD. THE BATTERY PACK WAS REMOVED AND REPLACED.									
3350 TSAA	818AL 22117	BOEING 737230C				LIGHT 963100211	INOPERATIVE CABIN		12/30/97 TSAA9733387
ON SERVICE CHECK, FOUND POSITION NR 2 EMERGENCY FLOOR LIGHT INOP. REPLACED FLOOR LIGHT PROXIMITY ASSY. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 TSAA	823AL 23154	BOEING 737230C				SIGN 8731002511	INOPERATIVE CABIN		12/30/97 TSAA9733386
PILOT REPORT ON PREFLIGHT, FOUND AFT PAX DOOR EMERGENCY LIGHT INOP. REPLACED EXIT LIGHT IDENTIFIER. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 TSAA	823AL 23154	BOEING 737230C				SIGN 8731002511	INOPERATIVE CABIN		12/30/97 TSAA9733385
PILOT REPORT ON PRE-FLIGHT, FOUND FORWARD PASSENGER DOOR EMERGENCY LIGHT INOP. REPLACED EXIT LIGHT IDENTIFIER. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 TSAA	821AL 23155	BOEING 737230C				SIGN 1000699	MALFUNCTIONED CABIN		12/27/97 TSAA9733378
ON SERVICE CHECK, FOUND THAT THE FORWARD SERVICE DOOR EMERGENCY LIGHT IDENTIFIER REMAINS ON WITH POWER TURNED OFF. REPLACED EMERGENCY EXIT LIGHT IDENTIFIER. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 TSAA	821AL 23155	BOEING 737230C				BATTERY PACK 86210066	DISCHARGED CABIN		12/27/97 TSAA9733379
ON SERVICE CHECK, FOUND NR 5 POSITION EMERGENCY FLOOR LIGHT INOP. REPLACED BATTERY PACK. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 TSAA	821AL 23155	BOEING 737230C				SIGN 8731002511	INOPERATIVE CABIN		1/1/98 TSAA9833001
ON SERVICE CHECK, FOUND FORWARD ENTRY DOOR EMERGENCY EXIT LIGHT INOP. REPLACED IDENTIFIER ASSY. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									

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3350 TSAA	821AL 23155	BOEING 737230C				BATTERY PACK 86210066	DISCHARGED CABIN		12/27/97 TSAA9733380
ON SERVICE CHECK, FOUND NR 4 POSITION EMERGENCY FLOOR LIGHT INOP. REPLACED BATTERY PACK. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 AWXA	187AW 22654	BOEING 737277				WIRES	BROKEN CABIN		1/19/98 AWXA9800025
D-SEAT 4C EMERGENCY PATHWAY LIGHT INOP. REPAIRED BROKEN WIRES, OPS GOOD STC NR SA3432NM.									
3350 TSAA	726AL 22426	BOEING 737297				BATTERY PACK 86210066	DISCHARGED CABIN		1/3/98 TSAA9833004
ON SERVICE CHECK, FOUND POSITION NR 3 EMERGENCY FLOOR LIGHTING BATTERY LOW. REPLACED BATTERY PACK. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. TAT: 37,413:12 HOURS. TAC: 71.643. (X)									
3350 ASAA	745AS 20794	BOEING 737298C				RECEIVER 883200312	INOPERATIVE CARGO COMPT		12/13/97 ASAA9710136
SEA - DURING MAINTENANCE CHECK, THE EMERGENCY EXIT FLOOR TRACK LIGHTS WOULD NOT TURN OFF ON PALLET 8-1, AND ONE EMERGENCY EXIT FLOOR TRACK LIGHT IS INOPERATIVE ON PALLET 8-7, ROW 15. REPLACED PALLET 8-1 EMERGENCY FLOOR TRACK LIGHT RECEIVER AND BATTERY, AND REPLACED LIGHT SOCKET ON PALLET 8-7, ROW 15. ALL EMERGENCY EXIT FLOOR TRACK LIGHTS OPERATED NORMALLY. REF: OPERATOR CONTROL NRS 98ZZZX375 AND 98ZZZX376. (X)									
3350 ASAA	745AS 20794	BOEING 737298C				BATTERY 8621014	DISCHARGED CARGO COMPT		12/13/97 98ZZZX375
SEA - DURING MAINTENANCE CHECK, THE EMERGENCY EXIT FLOOR TRACK LIGHTS WOULD NOT TURN OFF ON PALLET 8-1, AND ONE EMERGENCY EXIT FLOOR TRACK LIGHT IS INOPERATIVE ON PALLET 8-7, ROW 15. REPLACED PALLET 8-1 EMERGENCY FLOOR TRACK LIGHT RECEIVER AND BATTERY, AND REPLACED LIGHT SOCKET ON PALLET 8-7, ROW 15. ALL EMERGENCY EXIT FLOOR TRACK LIGHTS OPERATED NORMALLY. REF: OPERATOR CONTROL NRS ASAA9710136 AND 98ZZZX376.									
3350 ASAA	745AS 20794	BOEING 737298C				LIGHT SOCKET 8100022607	DAMAGED CARGO COMPT		12/13/97 98ZZZX376
SEA - DURING MAINTENANCE CHECK, THE EMERGENCY EXIT FLOOR TRACK LIGHTS WOULD NOT TURN OFF ON PALLET 8-1, AND ONE EMERGENCY EXIT FLOOR TRACK LIGHT IS INOPERATIVE ON PALLET 8-7, ROW 15. REPLACED PALLET 8-1 EMERGENCY FLOOR TRACK LIGHT RECEIVER AND BATTERY, AND REPLACED LIGHT SOCKET ON PALLET 8-7, ROW 15. ALL EMERGENCY EXIT FLOOR TRACK LIGHTS OPERATED NORMALLY. REF: OPERATOR CONTROL NRS ASAA9710136 AND 98ZZZX375.									
3350 SWAA	28SW 21339	BOEING 7372H4				BATTERY 1000679	DISCHARGED CABIN		1/15/98 SWAA980057
DURING WALKAROUND CHECK, FOUND FWD GALLEY OVERHEAD EMERGENCY EXIT LIGHT REMAINING ILLUMINATED WITH SWITCH IN OFF. REPLACED BATTERY PACK PER BOEING M/M.									
3350 SWAA	28SW 21339	BOEING 7372H4				BATTERY 6104791	DISCHARGED CABIN		1/22/98 SWAA980060
DURING WALKAROUND CHECK, FOUND LT OVERWING EMERGENCY EXIT LIGHTS INOP. REMOVED AND REPLACED BATTERY PACK PER BOEING M/M.									
3350 SWAA	67SW 22356	BOEING 7372H4				BATTERY 613211	DISCHARGED CABIN		1/22/98 SWAA980061
DURING SCHEDULED SERVICE CHECK, FOUND AFT CABIN EMERGENCY EXIT LIGHTS INOP. REMOVED AND REPLACED BATTERY PACK PER BOEING M/M.									
3350 SWAA	67SW 22356	BOEING 7372H4				LIGHT 1000679	INOPERATIVE CABIN		1/22/98 SWAA980062
DURING WALKAROUND CHECK, FOUND FWD SERVICE DOOR EMERGENCY EXIT LIGHT INOP. REMOVED AND REPLACED LIGHT ASSEMBLY PER BOEING M/M.									
3350 SWAA	85SW 22826	BOEING 7372H4				BATTERY 900835A	DISCHARGED CABIN		1/14/98 SWAA980059
DURING SCHEDULED A2 CHECK, FOUND MID CABIN OVERHEAD EMERGENCY EXIT LIGHT FLASHING DURING OP CHECK. REPLACED BATTERY PACK PER BOEING M/M.									

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3350 TSAA	809AL 21720	BOEING 7372Q9				BATTERY PACK 86210066	DISCHARGED CABIN	1/5/98	TSAA9833023
ON SERVICE CHECK, FOUND POSITION NR 5 EMERGENCY FLOOR LIGHT INOPERABLE. REPLACED BATTERY PACK. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. TAT: 46,104:23 HOURS. TAC: 59,386. (X)									
3350 TSAA	809AL 21720	BOEING 7372Q9				BATTERY PACK 86210066	DISCHARGED CABIN	1/5/98	TSAA9833022
ON SERVICE CHECK, FOUND POSITION NR 4 EMERGENCY FLOOR LIGHT INOPERABLE. REPLACED BATTERY PACK. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. TAT: 46,104:23 HOURS. TAC: 59,386. (X)									
3350 TSAA	809AL 21720	BOEING 7372Q9				BATTERY PACK 86210066	DISCHARGED CABIN	1/5/98	TSAA9833021
ON SERVICE CHECK, FOUND POSITION NR 3 EMERGENCY FLOOR LIGHT INOPERABLE. REPLACED BATTERY PACK. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. TAT: 46,104:23 HOURS. TAC: 59,386. (X)									
3350 TSAA	806AL 21927	BOEING 7372S2C				BATTERY PACK 86210066	DISCHARGED CABIN	1/2/98	TSAA9833002
ON SERVICE CHECK, FOUND POSITION NR 1 EMERGENCY FLOOR LIGHTING BATTERY LOW. REPLACED BATTERY PACK. OSP CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. TAT: 44,189:44 HOURS. TAC: 57,305. (X)									
3350 TSAA	806AL 21927	BOEING 7372S2C				BATTERY PACK 86210066	DISCHARGED CABIN	1/2/98	TSAA9833003
ON SERVICE CHECK, FOUND POSITION NR 4 EMERGENCY FLOOR LIGHTING BATTERY LOW. REPLACED BATTERY PACK. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. TAT: 44,189:44 HOURS. TAC: 57,305. (X)									
3350 TSAA	802AL 22148	BOEING 7372S5C				BATTERY PACK 86210066	DISCHARGED CABIN	1/2/98	TSAA9833012
ON SERVICE CHECK, FOUND POSITION NR 4 EMERGENCY FLOOR LIGHTING BATTERY LOW. REPLACED BATTERY PACK. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. TAT: 43,419:53 HOURS. TAC: 60,763. (X)									
3350 TSAA	802AL 22148	BOEING 7372S5C				BATTERY PACK 86210066	DISCHARGED CABIN	1/2/98	TSAA9833011
ON SERVICE CHECK, FOUND POSITION NR 3 EMERGENCY FLOOR LIGHTING BATTERY LOW. REPLACED BATTERY PACK. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. TAT: 43,419:53 HOURS. TAC: 60,763. (X)									
3350 TSAA	802AL 22148	BOEING 7372S5C				BATTERY PACK 86210066	DISCHARGED CABIN	1/2/98	TSAA9833013
ON SERVICE CHECK, FOUND POSITION NR 5 EMERGENCY FLOOR LIGHTING BATTERY LOW. REPLACED BATTERY PACK. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. TAT: 43,419:53 HOURS. TAC: 60,763. (X)									
3350 TSAA	802AL 22148	BOEING 7372S5C				BATTERY PACK 86210066	DISCHARGED CABIN	1/2/98	TSAA9833010
ON SERVICE CHECK, FOUND POSITION NR 1 EMERGENCY FLOOR LIGHTING BATTERY LOW. REPLACED BATTERY PACK. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. TAT: 43,419:53 HOURS. TAC: 60,763. (X)									
3350 TSAA	802AL 22148	BOEING 7372S5C				BATTERY PACK 86210066	DISCHARGED CABIN	1/2/98	TSAA9833014
ON SERVICE CHECK, FOUND POSITION NR 6 EMERGENCY FLOOR LIGHTING BATTERY LOW. REPLACED BATTERY PACK. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. TAT: 43,419:53 HOURS. TAC: 60,763.									

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3350 TSAA	807AL 23443	BOEING 7372T4				BATTERY PACK 6013211	DISCHARGED CABIN		1/2/98 TSAA9833020
ON SERVICE CHECK, FOUND LT OVERWING EMERGENCY LIGHT INOPERABLE. REPLACED BATTERY PACK. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. TAT: 28,188:25 HOURS. TAC: 32,705. (X)									
3350 TSAA	808AL 23445	BOEING 7372T4				BATTERY PACK 86210066	DISCHARGED CABIN		1/5/98 TSAA9833024
ON SERVICE CHECK, FOUND POSITION NR 4 EMERGENCY FLOOR LIGHT INOPERABLE. REPLACED BATTERY PACK. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. TAT: 27,863:43 HOURS. TAC: 31,837. (X)									
3350 AWXA	149AW 22575	BOEING 7372U9				BATTERY PACK 900835A	DISCHARGED CABIN		1/18/98 AWXA9800028
D-ROW 1-5 EMERG LIGHT INOP NR 3021349 USED ALL READY. REMOVED AND REPLACED EMERG LIGHT BATTERY AND REPAIRED BROKEN WIRE AT BATTERY PACK, OPS CK GOOD. STC NR SA3432NM.									
3350 TSAA	816AL 23122	BOEING 7372X6C				BATTERY PACK 86210066	DISCHARGED CABIN		1/2/98 TSAA9833019
ON SERVICE CHECK, FOUND POSITION NR 6 EMERGENCY FLOOR LIGHTING BATTERY LOW. REPLACED BATTERY PACK. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. TAT: 30,406:01 HOURS. TAC: 35,874. (X)									
3350 TSAA	816AL 23122	BOEING 7372X6C				BATTERY PACK 86210066	DISCHARGED CABIN		1/2/98 TSAA9833015
ON SERVICE CHECK, FOUND POSITION NR 2 EMERGENCY FLOOR LIGHTING BATTERY LOW. REPLACED BATTERY PACK. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. TAT: 30,406:02 HOURS. TAC: 35,874. (X)									
3350 TSAA	816AL 23122	BOEING 7372X6C				BATTERY PACK 86210066	DISCHARGED CABIN		1/2/98 TSAA9833016
ON SERVICE CHECK, FOUND POSITION NR 3 EMERGENCY FLOOR LGIHTING BATTERY LOW. REPLACED BATTERY PACK. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. TAT: 30,406:02 HOURS. TAC: 35,874. (X)									
3350 TSAA	816AL 23122	BOEING 7372X6C				BATTERY PACK 86210066	DISCHARGED CABIN		1/2/98 TSAA9833017
ON SERVICE CHECK, FOUND POSITION NR 4 EMERGENCY FLOOR LIGHTING BATTERY LOW. REPLACED BATTERY PACK. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. TAT: 30,406:02 HOURS. TAC: 35,874. (X)									
3350 TSAA	816AL 23122	BOEING 7372X6C				BATTERY PACK 86210066	DISCHARGED CABIN		1/2/98 TSAA9833018
ON SERVICE CHECK FOUND POSITION NR 5 EMERGENCY FLOOR LIGHTING BATTERY LOW. REPLACED BATTERY PACK. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. TAT: 30,406:01 HOURS. TAC: 35,874. (X)									
3350 ASAA	746AS 23123	BOEING 7372X6C			GRIMES	BATTERY PACK 6013211	DISCHARGED CABIN		12/21/97 ASAA9710137
ANC - DURING MAINTENANCE CHECK, THE L2 AND R2 EXTERIOR EMERGENCY EXIT LIGHTS WERE FOUND INOPERATIVE. REPLACED BATTERY PACK AND LIGHTS OPERATED NORMALLY. (X)									
3350 ASAA	746AS 23123	BOEING 7372X6C				BATTERY 6005401	DISCHARGED CABIN		12/31/97 ASAA9710139
SEA - DURING MAINTENANCE CHECK, THE FORWARD AND AFT CENTER AISLE EMERGENCY EXIT LIGHTS WERE FOUND INOPERATIVE. REPLACED BATTERIES AND LIGHTS OPERATED NORMALLY. (X)									

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3350 TSAA	817AL 23292	BOEING 7372X6C				BATTERY PACK 86210066	DISCHARGED CABIN		1/2/98 TSAA9833005
ON SERVICE CHECK, FOUND POSITION NR 1 EMERGENCY FLOOR LIGHTING BATTERY LOW. REPLACED BATTERY PACK. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. TAT: 33,483:34 HOURS. TAC: 39,664. (X)									
3350 TSAA	817AL 23292	BOEING 7372X6C				BATTERY PACK 86210066	DISCHARGED CABIN		1/2/98 TSAA9833006
ON SERVICE CHECK, FOUND POSITION NR 2 EMERGENCY FLOOR LIGHTING BATTERY LOW. REPLACED BATTERY PACK. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. TAT: 33,483:34 HOURS. TAC: 39,664. (X)									
3350 TSAA	817AL 23292	BOEING 7372X6C				BATTERY PACK 86210066	DISCHARGED CABIN		1/2/98 TSAA9833008
ON SERVICE CHECK, FOUND POSITION NR 4 EMERGENCY FLOOR LIGHTING BATTERY LOW. REPLACED BATTERY PACK. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. TAT: 33,483:34 HOURS. TAC: 39,664. (X)									
3350 TSAA	817AL 23292	BOEING 7372X6C				BATTERY PACK 86210066	DISCHARGED CABIN		1/2/98 TSAA9833009
ON SERVICE CHECK, FOUND POSITION NR 5 EMERGENCY FLOOR LIGHTING BATTERY LOW. REPLACED BATTERY PACK. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. TAT: 33,483:34 HOURS. TAC: 39,664. (X)									
3350 USAA	346US 23515	BOEING 737301				WIRE	FAILED CABIN		12/20/97 USAASB97342
CLT - CREW REPORTED THAT THE EMERGENCY FLOOR LIGHTS AT ROW 10 WERE INOP. MAINTENANCE REPAIRED/SPICED WIRES. OPERATIONAL CHECK GOOD. (M)									
3350 USAA	591US 23936	BOEING 737301				BATTERY CHARGER 20121	FAILED CABIN		12/10/97 USAASB97337
PIT - MAINTENANCE FOUND THE AFT LEFT EXTERIOR EMERGENCY LIGHT, THE EXIT LIGHT ABOVE AFT RIGHT SERVICE DOOR AND THE AFT LEFT CENTER AISLE LIGHTS INOP. MAINTENANCE REMOVED AND REPLACED THE BATTERY PACK (P/N AD20131A) WITH NO HELP. FOUND BATTERY CHARGER INOP. REPLACED SAME. OPERATIONAL CHECK NORMAL. (M)									
3350 W8PA	946WP 23173	BOEING 737317				LAMP 1619	FAILED R1 DOOR		1/17/98 W8PA980022
DEN - R1 DOOR EMERGENCY LIGHT ON EXTERIOR OF AIRCRAFT IS INOP. REPLACED LAMP, OPS CHECK GOOD.									
3350 W8PA	966WP 28871	BOEING 73733R				BATTERY	DISCHARGED CABIN		1/22/98 W8PA980027
DEN- FWD LEFT EMERGENCY FLASHLIGHT IS INOP. REPLACED BATTERY PER CHAPTER 25-60-00, OPS CHECK GOOD.									
3350 SWAA	678AA 23290	BOEING 7373A4				BATTERY 2013A	DISCHARGED CABIN		1/18/98 SWAA980055
DURING WALKAROUND, FOUND EMERGENCY EXIT LIGHTING PARTIALLY INOP IN FORWARD CABIN AREA. REMOVED AND REPLACED BATTERY PACK PER BOEING M/M.									
3350 W8PA	951WP 22951	BOEING 7373B7				LAMP	FAILED CABIN		1/21/98 W8PA980021
DEN - AFT CABIN OVERHEAD EMERGENCY EXIT LIGHT IS INOP. REPLACED LAMP, OPS CHECK GOOD.									
3350 W8PA	951WP 22951	BOEING 7373B7				CONNECTOR	DISCONNECTED CABIN		1/19/98 W8PA980026
DEN - EMERGENCY TRACK LIGHT INOP AT ROW 15. RECONNECTED EMERGENCY LIGHT. OPS CHECK GOOD.									

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3350 USAA	390US 23312	BOEING 7373B7				BATTERY PACK AD20131A	DISCHARGED CABIN		12/22/97 USAASB97343
ALB - DURING OPERATIONAL CHECK OF CABIN EMERGENCY LIGHTING, MAINTENANCE FOUND THE AFT GALLEY OVERHEAD EXIT LIGHT WOULD NOT ILLUMINATE. MAINTENANCE REMOVED AND REPLACED THE BATTERY PACK. OPS CHECK GOOD. (M)									
3350 W8PA	953WP 23384	BOEING 7373B7				LIGHT	LOOSE CABIN		1/21/98 W8PA980028
DEN- EMERGENCY LIGHT AT ROW 17 IS OUT OF THE TRACK. REINSTALLED LIGHT INTO TRACK, OPS CHECK GOOD.									
3350 W8PA	956WP 24299	BOEING 7373Q8				WIRES	DISCONNECTED CABIN		1/20/98 W8PA980020
DEN - TWO EMERGENCY TRACK LIGHTS ARE INOP AT ROW 18. RECONNECTED WIRES, AT ROW 18. OPS CHECK GOOD.									
3350 USAA	411US 23880	BOEING 737401				POWER SUPPLY 20121	INOPERATIVE CABIN		1/6/98 98ZZZX379
CLE - MAINTENANCE FOUND THE SEAT ROW EMERGENCY LIGHTS INOPERABLE AT ROWS 1 AND 2. MAINTENANCE REMOVED AND REPLACED THE POWER SUPPLY AND BATTERY PACK. OPERATIONAL CHECK GOOD. REF: OPERATOR CONTROL NR USAASB98002.									
3350 USAA	411US 23880	BOEING 737401				BATTERY PACK AD20131A	DISCHARGED CABIN		1/6/98 USAASB98002
CLE - MAINTENANCE FOUND THE SEAT ROW EMERGENCY LIGHTS INOPERABLE AT ROWS 1 AND 2. MAINTENANCE REMOVED AND REPLACED THE POWER SUPPLY AND BATTERY PACK. OPERATIONAL CHECK GOOD. REF: OPERATOR CONTROL NR 98ZZZX379. (X)									
3350 ASAA	767AS 27081	BOEING 737490				BATTERY PACK 20131A	DISCHARGED CABIN		12/19/97 ASAA9740103
SJC - FLT 455 - PRIOR TO FLIGHT, THE EMERGENCY EXIT FLOOR TRACK LIGHTS WERE FOUND INOPERATIVE AT ROWS 22-25, AND THE LAST 4 ROWS. REPLACED BATTERY PACK AND CHARGER AND LIGHTS OPERATED NORMALLY. REF: OPERATOR CONTROL NR 98ZZZX374. (X)									
3350 ASAA	767AS 27081	BOEING 737490				CHARGER BPS73	INOPERATIVE CABIN		12/19/97 98ZZZX374
SJC - FLT 455 - PRIOR TO FLIGHT, THE EMERGENCY EXIT FLOOR TRACK LIGHTS WERE FOUND INOPERATIVE AT ROWS 22-25, AND THE LAST 4 ROWS. REPLACED BATTERY PACK AND CHARGER AND LIGHTS OPERATED NORMALLY. REF: OPERATOR CONTROL NR ASAA9740103.									
3350 ASAA	772AS 25105	BOEING 7374Q8				WIRING	DISCONNECTED CABIN		12/29/97 ASAA9740107
SEA - DURING MAINTENANCE CHECK, THE EMERGENCY EXIT FLOOR TRACK LIGHTS WERE FOUND INOPERATIVE AT ROW 1 AND AT ROWS 14 THROUGH 18. RECONNECTED WIRING AT ROW 1 AND AT ROW 18, AND LIGHTS OPERATED NORMALLY. (X)									
3350 ASAA	773AS 25106	BOEING 7374Q8				WIRING	DISCONNECTED CABIN		12/13/97 ASAA9740098
SEA - DURING MAINTENANCE CHECK, 5 EACH EMERGENCY EXIT FLOOR TRACK LIGHTS WERE FOUND INOPERATIVE AT ROW 15. RECONNECTED WIRING AND LIGHTS OPERATED NORMALLY. (X)									
3350 ASAA	778AS 25110	BOEING 7374Q8				BATTERY PACK 20131A	DISCHARGED CABIN		12/21/97 ASAA9740104
PDX - DURING MAINTENANCE CHECK, THE EMERGENCY EXIT FLOOR TRACK LIGHTS WERE FOUND INOPERATIVE AT ROWS 18-21. REPLACED BATTERY PACK AND LIGHTS OPERATED NORMALLY. (X)									

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3350 ASAA	778AS 25110	BOEING 7374Q8				BATTERY PACK 20131A	DISCHARGED AFT CABIN		12/23/97 ASAA9740105
PDX - FLT 504 - PRIOR TO FLIGHT, THE EMERGENCY EXIT FLOOR TRACK LIGHTS WERE FOUND INOPERATIVE AT ROWS 19 THRU 23. REPLACED BATTERY PACK AND BATTERY CHARGER AND LIGHTS OPERATED NORMALLY. REF: OPERATOR CONTROL NR 98ZZZX373. (X)									
3350 ASAA	778AS 25110	BOEING 7374Q8				CHARGER BPS73	DISCHARGED AFT CABIN		12/23/97 98ZZZX373
PDX - FLT 504 - PRIOR TO FLIGHT, THE EMERGENCY EXIT FLOOR TRACK LIGHTS WERE FOUND INOPERATIVE AT ROWS 19 THRU 23. REPLACED BATTERY PACK AND BATTERY CHARGER AND LIGHTS OPERATED NORMALLY. REF: OPERATOR CONTROL NR ASAA9740105.									
3350 ASAA	779AS 25111	BOEING 7374Q8				WIRING	DISCONNECTED CABIN		12/5/97 ASAA9740096
SEA - DURING MAINTENANCE CHECK, 3 EACH EMERGENCY EXIT FLOOR TRACK LIGHTS AT AFT OVERWING EXIT AND AFT 6 EMERGENCY EXIT FLOOR TRACK LIGHTS WERE FOUND INOPERATIVE. RECONNECTED WIRING AT BOTH LOCATIONS AND LIGHTS OPERATED NORMALLY. (X)									
3350 ASAA	780AS 25112	BOEING 7374Q8				CONNECTOR	LOOSE CABIN		12/27/97 ASAA9740106
SEA - FLT 75 - PRIOR TO FLIGHT, THE EMERGENCY EXIT FLOOR TRACK LIGHTS WERE FOUND INOPERATIVE AT ROWS 15 THROUGH 18. TIGHTENED LOOSE CONNECTION AND LIGHTS OPERATED NORMALLY. (X)									
3411 USAA	272AU 22884	BOEING 7372B7				PITOT PROBE 856AE18	MALFUNCTIONED LEFT		12/17/97 USAASB97340
CLT - FLT 8026 - FLIGHT DIVERTED TO CLT DUE TO A 10 KNOT DIFFERENCE BETWEEN CAPTAINS AND FIRST OFFICERS AIRSPEED INDICATORS. INDICATED AIRSPEED APPEARS TO BE 10 KNOTS HIGHER ON FIRST OFFICERS SIDE BETWEEN 70-150 KNOTS. FLIGHT LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE REMOVED AND REPLACED THE CAPTAINS TOP LEFT PITOT STATIC PROBE AND THE NR 2 DIGITAL AIR DATA COMPUTER. SYSTEM OPS CHECK AND LEAKED CHECK GOOD PER MM. (M)									
3412 SWAA	692SW 23062	BOEING 7373T5				TAT PROBE	INOPERATIVE FUSELAGE		11/14/97 SWAA980042
DIVERTED TO PHX, DUE TO TAT PROBE HEAT INOP. REMOVED AND REPLACED TAT PROBE AND OP CHECKED PER BOEING M/M.									
3417 USAA	272AU 22884	BOEING 7372B7				ADC HG480B42	MALFUNCTIONED LEFT		12/17/97 98ZZZM111
CLT - FLT 8026 - FLIGHT DIVERTED TO CLT DUE TO A 10 KNOT DIFFERENCE BETWEEN CAPTAINS AND FIRST OFFICERS AIRSPEED INDICATORS. INDICATED AIRSPEED APPEARS TO BE 10 KNOTS HIGHER ON FIRST OFFICERS SIDE BETWEEN 70-150 KNOTS. FLIGHT LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE REMOVED AND REPLACED THE CAPTAINS TOP LEFT PITOT STATIC PROBE AND THE NR 2 DIGITAL AIR DATA COMPUTER. SYSTEM OPS CHECK AND LEAKED CHECK GOOD PER MM. (M)									
3610 USAA	585US 23930	BOEING 737301				PRESSURE REG 1074922	FAILED NR 2 ENGINE		12/20/97 USAASB97344
PIT - FL117 - CAPTAIN REPORTED, THAT CREW WAS UNABLE TO PRESSURIZE AIRCRAFT CLIMBING OUT OF PIT. OUTFLOW VALVE SHOWED FULL CLOSED AND THERE WERE NO DOOR WARNING LIGHTS. FLIGHT RETURNED TO FIELD AT PIT. ON DESCENT, OUTFLOW VALVE INDICATED OPEN BUT CABIN STARTED DESCENDING 3,000 FPM. RIGHT PACK DUCT PRESSURE READ 0-10 PSI WITH LEFT PACK PRESSURE NORMAL. FLIGHT LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE REMOVED AND REPLACED THE NR 2 ENGIEN BLEED AIR PRESSURE REGULATOR. PRESSURIZATION CHECK AND OPS CHECK GOOD PER MM. (M)									
4950 DALA	319DL 23091	BOEING 737232	PWA JT8D15A			APU 3804285	ODOR AFT FUSELAGE	24947	1/9/98 DL73K980066
SMOKE ALARM WENT OFF IN FWD LAV CREW COULD SMELL ACRID SMELL. FOUND APU PUTTING OIL INTO PNEUMATIC DUCTS. FWD APU TO MCO REPLD DETECTOR BATTERY, REPLD LT AND RT COALESCER BAGS RAN BOTH ENGS AT 1.80 EPR FOR APPROX 15 MINS TO BURN OIL SMELL OUT.									

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5210 USAA	300AU 23228	BOEING 737301				DOOR SEAL 10604765	NOT SEATED PASSENGER DOOR		1/10/98 USAASB98007
SDF - FLT 425 - AUTO-FAIL LIGHT ON PRESSURIZATION PANEL ILLUMINATED SHORTLY AFTER TAKEOFF. OUTFLOW VALVE SHOWED CLOSED. CREW COULD NOT PRESSURIZE AIRCRAFT IN STANDBY OR AUTO. FLIGHT RETURNED TO FIELD AT SDF AND LANDED WITHOUT FURTHER INCIDENT. NO EMERGENCY WAS DECLARED. MAINTENANCE FOUND THE AFT LEFT ENTRY DOOR SEAL TWISTED AND NOT SEATED PROPERLY. ADJUSTED AND SEATED SEAL. PRESSURIZED AIRCRAFT ON GROUND. OPS CHECK GOOD MER MM. (X)									
5210 W8PA	948WP 23259	BOEING 737301				FITTING	GOUGED PAX DOOR		1/22/98 W8PA980030
PAE- FWD ENTRY DOOR UPPER AND LOWER FWD CATCH ROLLER FITTINGS GOUGED. BLENDED UPPER FWD LATCH, PLACED LOWER FITTING. OUT OF LIMITS.									
5230 USAA	510AU 23385	BOEING 7373B7				SEAL 10608211	FAILED CARGO DOOR		12/17/97 USAASB97341
CLT - FLT 81 - SHORTLY AFTER LEVELING OFF AT FL330, AIRCRAFT EXPERIENCED A RAPID DECOMPRESSION. CREW DECLARED AND EMERGENCY, DESCENDED TO 10,000 FT AND RETURNED TO FIELD TO CLT. PASSENGER OXYGEN MASKS DEPLOYED AND OXYGEN GENERATORS ACTIVATED. FLIGHT LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE FOUND THE FORWARD CARGO DOOR SEAL HAD BLOWN AND WAS TORN. REPLACED SAME PER MM. REPLACED OXYGEN AND MASKS. PRESSURIZED AIRCRAFT. CHECKS GOOD PER MM. (M)									
5240 ASAA	741AS 21959	BOEING 7372Q8C				MECHANISM	LACK OF LUBE L2 DOOR		12/27/97 ASAA9710138
ANC - DURING MAINTENANCE CHECK, THE L2 DOOR WAS FOUND DIFFICULT TO MOVE THROUGH FULL TRAVEL OF OPEN TO CLOSE. CLEANED AND LUBRICATED L2 DOOR AND DOOR OPERATED NORMALLY. ACFT TT: 48,253 HOURS. ACFT TC: 42,759. (X)									
5240 SWAA	395SW 27689	BOEING 7373H4				STRAP	NOT SECURED FWD SERV DOOR		11/3/97 SWAA980040
RETURNED TO BWI, DUE TO FWD SERVICE DOOR STRAP LEFT OUTSIDE AND BANGING AGAINST FUSELAGE. INSPECTED A/C EXTERIOR, NO DEFECTS NOTED.									
5240 SWAA	696SW 23064	BOEING 7373T5				LATCH	OUT OF ADJUST SERV DOOR		11/10/97 SWAA980041
RETURNED TO PHC, DUE TO AFT SERVICE DOOR OPEN WARNING LIGHT ILLUMINATING. RIGGED DOOR LATCH ADJUSTMENT AND REMOVED AND REPLACED LOCK CAM PLATE PER BOEING M/M.									
5241 UALA	9069U 19950	BOEING 737222	PWA JT8D7B		BOEING	GUIDE ARM	OUT OF ADJUST GALLEY DOOR		6/7/97 97UAL900439
CREW REPORTS, UNABLE TO PRESSURIZE CABIN AFTER TAKEOFF IN AUTO OR MANUAL. FORWARD AND MAIN OUTFLOW VALVES INDICATE CLOSED. *S/D* FOUND NR 2 RIGHT HAND GALLEY DOOR TO HAVE A FALSE LATCH INDICATION. ADJUSTED GUIDE ARM. PRESSURIZED AIRCRAFT TO 5 PSID, CHECKS OK.									
5270 UALA	9053U 19934	BOEING 737222	PWA JT8D7B			TARGET 69432839	OUT OF POSITION CARGO DOOR		7/1/97 97UAL900500
AIRCRAFT RETURNED TO FIELD DUE TO AFT CARGO DOOR LIGHT LLUMINATING ON TAKEOFF. *S/D* REPOSITIONED TARGET FOR SENSOR, OPS CHECK GOOD.									
5311 P2EA	219US 20414	BOEING 737281				FRAME	CRACKED BS 500B		11/18/97 P2EA97092
SJO - FRAME CRACK BETWEEN STRINGER 21 RIGHT AND STRINGER 22 RIGHT AT BS 500B LENGTH .375. ACCOMPLISHED TYPICAL FRAME REPAIR PER SRM 51-40-3 FIG 1. (M)									
5311 SWAA	63SW 22061	BOEING 7372H4				FRAME	DENTED BS 787		1/20/98 SWAA980049
DURING SCHEDULED D CHECK, FOUND FUSELAGE FRAME DENTED AT BS 787. REPLACED DAMAGED SECTION PER BOEING SRM.									
5311 SWAA	63SW 22061	BOEING 7372H4				FRAME	CRACKED BS 360		1/21/98 SWAA980075
DURING SCHEDULED D-CHECK, FOUND FUSELAGE FRAME CRACKED AT BS 360, S20R. REPLACED DAMAGED SECTION PER BOEING SRM.									

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5311 SWAA	63SW 22061	BOEING 7372H4				FRAME	DENTED BS 807		1/21/98 SWAA980063
DURING SCHEDULED D-CHECK, FOUND FUSELAGE FRAME DENTED AT BS 807, LBL 27. REPAIRED PER BOEING SRM.									
5311 USAA	784AU 25023	BOEING 7374B7				FRAME	CRACKED BS 294.5	19266	1/10/98 USAA980004
INT - DURING 'Q-3' CHECK, VISUAL INSPECTION FOUND .75 INCH CRACK BS 294.5 RBL 55 INCHES WL 209 FRAME. INSTALLED DOUBLER REPAIRED PER SRM 51-70-11 737-400. (X)									
5311 USAA	784AU 25023	BOEING 7374B7				FRAME	CORROSION BS 986.5	19266	1/10/98 USAA980005
INT - DURING 'Q-3' CHECK, VISUAL INSPECTION FOUND 50 INCHES OF CORROSION BS 986.5 LBL 44 RBL 46 FRAME. REMOVED UPPER FLANGE AND INSTALLED REPLACEMENT PER TR 53-60-1. CORROSION TASK NR: C53-107-02. CORROSION LEVEL: 2. (X)									
5312 F3LA	214AU 20214	BOEING 737201				BULKHEAD 65465478	CRACKED BS 727		12/2/97 F3LA97166
PAE - RIGHT BS 727 BULKHEAD LOWER CHORD DISCOVERED CRACKED DURING ACCOMPLISHMENT OF FRONTIER ENGINEERING ORDER NR 53-10-737-004. REMOVED AND REPLACED LOWER SECTION OF CHORD IAW EO NR 53-10-737-001. (M)									
5312 P2EA	219US 20414	BOEING 737281				BULKHEAD CHORD	CRACKED BS 1156		11/26/97 P2EA97083
SJO - FOUND OUTBOARD CHORD CRACK FUSELAGE BULKHEAD, BS 1156, LEFT OUTBOARD CHORD WL 74. DEFECT SIZE 2 INCHES. REPAIRED FUSELAGE LEFT OUTBOARD CHORD IAW SB 737-53-1086. (M)									
5312 SWAA	63SW 22061	BOEING 7372H4				BULKHEAD	CRACKED BS 178		1/21/98 SWAA980077
DURING SCHEDULED D-CHECK, FOUND BS 178 BULKHEAD CRACKED AT RBL 5, LBL 8 - LBL 16, AND RBL 1- 2. REPAIRED PER BOEING SRM.									
5313 P2EA	219US 20414	BOEING 737281				STRINGER	CORRODED BS 1010		11/25/97 P2EA97080
SJO - OBSERVED DURING FUSELAGE SKIN REPLACEMENT, LEVEL 2 CORROSION, STRINGER 21 LEFT, BS 1010. DEFECT SIZE 2 INCHES. ACCOMPLISHED STRINGER REPAIR IAW 53-10-03 FIG 1. (M)									
5313 P2EA	219US 20414	BOEING 737281				STRINGER	CORROSION BS 1010		11/25/97 P2EA97081
SJO - OBSERVED DURING FUSELAGE SKIN REPLACEMENT, LEVEL 2 CORROSION, STRINGER 24 LEFT, BS 1010. DEFECT SIZE 1.5 INCHES. ACCOMPLISHED STRINGER REPAIR IAW 53-10-03 FIG 1. (M)									
5313 SWAA	63SW 22061	BOEING 7372H4				STRINGER	DAMAGED BS 867-878		1/20/98 SWAA980046
DURING SCHEDULED D CHECK, FOUND STRINGER 24R DAMAGED AT BS 867-878. REPLACED DAMAGED SECTIONS PER BOEING SRM.									
5313 SWAA	63SW 22061	BOEING 7372H4				STRINGER	CORRODED BS 1004/1009		1/20/98 SWAA980045
DURING SCHEDULED D CHECK, FOUND STRINGER 27L CORRODED AT BS 1004, AND AT S27R AT BS 1009. REPLACED DAMAGED SECTIONS PER BOEING SRM.									
5313 SWAA	63SW 22061	BOEING 7372H4				STRINGER	DAMAGED BS 941		1/20/98 SWAA980047
DURING SCHEDULED D CHECK, FOUND STRINGER 24R WITH A HOLE AT BS 941. REPLACED DAMAGED SECTIONS PER BOEING SRM.									

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5313 SWAA	63SW 22061	BOEING 7372H4				STRINGER	CORRODED BS 350		1/21/98 SWAA980074
DURING SCHEDULED D-CHECK, FOUND STRINGER CORRODED AT BS 350, S25R. REPAIRED PER BOEING SRM.									
5313 SWAA	63SW 22061	BOEING 7372H4				STRINGER	CRACKED BS 596		1/21/98 SWAA980070
DURING SCHEDULED D-CHECK, FOUND STRINGER S16R CRACKED AT BS 596. REPLACED DAMAGED SECTION PER BOEING SRM.									
5313 SWAA	63SW 22061	BOEING 7372H4				STRINGER	DAMAGED BS 522		1/21/98 SWAA980067
DURING SCHEDULED D-CHECK, FOUND STRINGER 16R DAMAGED AT BS 522. REPLACED DAMAGED SECTION PER BOEING SRM.									
5313 SWAA	63SW 22061	BOEING 7372H4				STRINGER	DAMAGED BS 500		1/21/98 SWAA980082
DURING SCHEDULED D-CHECK, FOUND STRINGER DAMAGED WITH A HOLE AT BS 500B+13, S16L. REPLACED DAMAGED SECTION PER BOEING SRM.									
5313 AWXA	169AW 23630	BOEING 73733A				STRINGER	CORRODED BS 947-954		12/23/97 AWXA9800029
DURING SCHEDULED C-13 INSPECTION, FOUND CORROSION ON STR 27 LT, BS 947 - 954. REPAIRED STRINGER 27 LT, BS 947-954 IAW, SRM 53-00-03 AND 51-40-2.									
5313 USAA	784AU 25023	BOEING 7374B7				STRINGER	WORN BS 1040	19266	1/10/98 USAA980006
INT - DURING 'Q-3' CHECK VISUAL INSPECTION, FOUND 1 INCH BY 1 INCH WORN AREA BS 1040 PLUG 4 S26L STRINGER. INSTALLED DOUBLER, REPAIRED PER SRM 53-00-03. (X)									
5315 CALA	14341 23579	BOEING 7373T0				FLOORBEAM	CORRODED BS 967		1/22/98 CALA9800097
INSPECTION FOUND FLOORBEAM CORRODED AT STA 967, LBL 15. THE FLOORBEAM WAS REMOVED AND REPLACED IAW SRM 53-10-51.									
5315 CALA	14341 23579	BOEING 7373T0				FLOORBEAM	CORRODED BS 967		1/22/98 CALA9800096
INSPECTION FOUND FLOORBEAM CORRODED AT STA 967, RBL 0 TO RBL 29. THE FLOORBEAM WAS REMOVED AND REPLACED IAW SRM 53-10-51.									
5320 P2EA	219US 20414	BOEING 737281				DOUBLER	DAMAGED BS 938		11/27/97 P2EA97093
SJO - REPLACEMENT OF FUSELAGE SKIN DOUBLER STRINGER 20 LEFT BETWEEN BS 938 AND BS 1000, LENGTH 62 INCHES, WIDTH 14 INCHES, DIAMETER .071 INCHES. SKIN BENEATH REPAIR WAS REPLACED REQUIRING DOUBLER REMOVAL AND REINSTALLATION. ACCOMPLISHED OVERLAPPING SKIN REPAIR PER SRM 53-30-3 FIG 16. (M)									
5320 SWAA	63SW 22061	BOEING 7372H4				CLIP	CRACKED BS 947		1/20/98 SWAA980050
DURING SCHEDULED D CHECK, FOUND STRINGER CLIP CRACKED AT BS 947, S24L. REPLACED PER BOEING SRM.									
5320 SWAA	63SW 22061	BOEING 7372H4				SHEAR TIE	CORRODED BS 947		1/20/98 SWAA980048
DURING SCHEDULED D CHECK, FOUND CORROSION ON SHEAR TIE AT BS 947, BETWEEN S24 AND 25. REPLACE SHEAR TIE PER BOEING SRM.									
5320 SWAA	63SW 22061	BOEING 7372H4				CHANNEL	CRACKED BS 500		1/21/98 SWAA980081
DURING SCHEDULED D-CHECK, FOUND STRINGER CHANNEL CRACKED AT BS 500B, S16R. REPAIRED PER BOEING SRM.									

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5320 SWAA	63SW 22061	BOEING 7372H4				SPLICE	CORRODED BS 907		1/21/98 SWAA980076
DURING SCHEDULED D-CHECK, FOUND STRINGER SPLICE CORRODED AT S27L AND R, BS 907. REPLACED DAMAGED SECTION PER BOEING SRM.									
5320 SWAA	63SW 22061	BOEING 7372H4				WEB	CRACKED BS 710		1/21/98 SWAA980072
DURING SCHEDULED D-CHECK, FOUND WEB CRACKED AT BS 710. REPLACED DAMAGED SECTION PER BOEING SRM.									
5320 SWAA	63SW 22061	BOEING 7372H4				SUPPORT	CORRODED BS 299		1/21/98 SWAA980064
DURING SCHEDULED D-CHECK, FOUND FLOOR SUPPORT CORRODED AT BS 299, LBL 11. REPLACED DAMAGED SECTION PER BOEING SRM.									
5320 SWAA	63SW 22061	BOEING 7372H4				STRAP	CRACKED BS 1140		1/21/98 SWAA980065
DURING SCHEDULED D-CHECK, FOUND VERTICAL STRAP CRACKED AT BS 1140, ABOVE S12L. REPLACED DAMAGED SECTION PER BOEING SRM.									
5320 SWAA	63SW 22061	BOEING 7372H4				SPLICE	CRACKED BS 908		1/21/98 SWAA980071
DURING SCHEDULED D-CHECK, FOUND STRINGER SPLICE CRACKED AT S 4L, BS 908. REPLACED DAMAGED SECTION PER BOEING SRM.									
5320 SWAA	63SW 22061	BOEING 7372H4				STRAP	CRACKED BS 1140		1/21/98 SWAA980066
DURING SCHEDULED D-CHECK, FOUND HORIZONTAL STRAP CRACKED AT BS 1140, ABOVE S12R. REPLACED DAMAGED SECTION PER BOEING SRM.									
5320 W8PA	948WP 23259	BOEING 737301				ANGLE	CRACKED E/E COMPT		1/22/98 W8PA980029
PAE- E AND E BAY RACK SUPPORT CRACKED. REMOVED CRACKED ANGLE, FABRICATED NEW SUPPORT ANGLE AND INSTALLED.									
5320 W8PA	948WP 23259	BOEING 737301				SUPPORT	CORRODED BS 500		1/22/98 W8PA980031
PAE- FWD CARGO BAY, CORROSION ON FLR TO SIDEWALL SUPPORT, BS 500C-500C+3, LBL 25. REMOVED CORROSION, REMOVED AND REPAIRED. FLOOR SUPPORT, OUT OF LIMITS.									
5320 CALA	14341 23579	BOEING 7373T0				SUPPORT	CORRODED BS 947-967		1/21/98 CALA9800095
INSPECTION FOUND FLOOR SUPPORT CORRODED FROM STA 947-967, RBL 18. THE FLOOR SUPPORT WAS REMOVED AND REPLACED IAW SRM 51-10-2.									
5320 CALA	14341 23579	BOEING 7373T0				SUPPORT	CORRODED BS 1006-1016		1/20/98 CALA9800094
INSPECTION FOUND FLOOR SUPPORT CORRODED FROM STA 1006 TO 1016, LBL 6 TO 18. THE FLOOR SUPPORT WAS REMOVED AND REPLACED IAW SRM 51-10-2.									
5330 F3LA	214AU 20214	BOEING 737201				SKIN 65557573	CORRODED BS 270		12/2/97 F3LA97165
PAE - CORROSION ON INNER DOUBLER ON BACK SIDE OF FORWARD LAV SERVICING PAN AT STATION 270. CORROSION OUT OF LIMITS IAW SRM 51-10-6, 53-10-1. REMOVED AND REPLACED IAW PAN DOUBLER IAW SRM 51-30-2. (M)									
5330 DALA	319DL 23091	BOEING 737232				SKIN	CRACKED BS 379		1/22/98 DL73K980184
SKIN AT THE COOLING DUCT CUTOUT AT BS 379, APPROXIMATELY BL0 WAS FOUND CRACKED AT THE AFT EDGE OF THE CUTOUT. CRACK IS APPROXIMATELY 1.5 IN LENGTH AND IS TYPICAL OF CRACKS DESCRIBED BY SB 737-53-1117. REPAIRED PER ERA 331270-14 (SB 737-53-1117).									

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5330 P2EA	219US 20414	BOEING 737281				SKIN	CORROSION BS 927-947		11/26/97 P2EA97082
SJO - FUSELAGE SKIN BULGED IN SEVERAL PLACES, LEVEL 2 CORROSION BETWEEN STRINGER 23 LEFT AND 25 LEFT, BS 927 TO BS 947. DEFECT SIZE 20 INCHES BY 20 INCHES. REPLACED FUSELAGE SKIN PER SRM 51-10-01 AND 51-30-02. (M)									
5330 P2EA	219US 20414	BOEING 737281				SKIN	DAMAGED WINDSHIELD POST		11/24/97 P2EA97085
SJO - FOUND SKIN DAMAGED AT WINDSHIELD CENTER POST. DEFECT SIZE 4.5 INCHES BY .625 INCHES. REWORKED LEFT FUSELAGE WINDSHIELD CENTER POST SKIN IAW COOPESA EO-C00-3-53-530-97 DATED NOV 15, 1997. (M)									
5330 P2EA	219US 20414	BOEING 737281				SKIN	CORRODED BS 434/442		11/18/97 P2EA97086
SJO - FOUND SKIN BULGED, BS 434 TO BS 442, STRINGER 21 LEFT AND 22 LEFT. DEFECT SIZE LENGTH 3 INCHES BY 3 INCHES. ACCOMPLISHED FUSELAGE FLUSH SKIN REPAIR. (M)									
5330 P2EA	219US 20414	BOEING 737281				SKIN	DENTED BS 919/927		11/18/97 P2EA97089
SJO - FOUND EXTERNAL SKIN DENT BETWEEN BS 919 AND BS 927, STRINGER 18 LEFT AND STRINGER 19 LEFT. DEFECT SIZE 2 INCHES BY 1 INCH AND .048 DEEP. ACCOMPLISHED FUSELAGE FLUSH REPAIR BETWEEN STRIGNER PER SRM 53-30-3 FIG 2. (M)									
5330 P2EA	219US 20414	BOEING 737281				SKIN	CRACKED BS 902/908		11/18/97 P2EA97087
SJO - FOUND SKIN CRACK BETWEEN BS 902 AND BS 908, STRINGER 5 RT AND 7 RT. DEFECT SIZE .25 INCHES. ACCOMPLISHED SKIN BUTT JOINT EXTERNAL REPAIR. (M)									
5330 P2EA	219US 20414	BOEING 737281				SKIN	DENTED BS 744/758		11/18/97 P2EA97088
SJO - FOUND EXTERNAL SKIN DENT BS 744 TO BS 758, STRINGER 22 LEFT AND STRINGER 24 LEFT. DEFECT SIZE 1.6 INCHES BY 1 INCH AND .043 INCH DEEP. ACCOMPLISHED FUSELAGE SKIN EXTERNAL REPAIR AT STRINGER PER SRM 53-30-3 FIG 6. (M)									
5330 P2EA	219US 20414	BOEING 737281				SKIN	DENTED BS 270		11/13/97 P2EA97091
SJO - FOUND EXTERNAL SKIN DENT, BETWEEN BS 270 AND BS 274, STRINGER 3 LEFT AND STRINGER 4 LEFT. DEFECT SIZE .80 INCHES BY .65 INCHES AND .048 DEEP. ACCOMPLISHED SMALL SKIN FLUSH REPAIR PER SRM 53-30-3 FIG 5. (M)									
5330 P2EA	219US 20414	BOEING 737281				SKIN	DENTED BS 798/807		11/18/97 P2EA97090
SJO - FOUND EXTERNAL SKIN DENT BETWEEN BS 798 AND BS 807, STRINGER 23 LEFT AND STRINGER 25 LEFT. DEFECT SIZE .80 INCH BY .50 INCH AND .036 DEEP. ACCOMPLISHED SKIN FLUSH REPAIR PER SRM 53-30-3 FIG 7. (M)									
5330 SWAA	63SW 22061	BOEING 7372H4				SKIN	HOLE BS 500		1/21/98 SWAA980078
DURING SCHEDULED D-CHECK, FOUND AN OBLONG HOLE IN LOWER ROW OF LAP JOINT, BS 500+2, AT S14L. REPAIRED PER BOEING SRM.									
5330 SWAA	63SW 22061	BOEING 7372H4				SKIN	GOUGED BS 289.5		1/21/98 SWAA980073
DURING SCHEDULED D-CHECK, FOUND SKIN GOUGED AT FWD SERVICE DOOR HINGE CUTOUT AT BS 289.5, AND AT BS 358, BETWEEN S4 AND 5L. REPAIRED PER BOEING SRM.									
5330 SWAA	63SW 22061	BOEING 7372H4				SKIN	CORRODED BS 908-1016		1/21/98 SWAA980080
DURING SCHEDULED D-CHECK, FOUND FUSELAGE SKIN LAP CORROSION AT BS 908 TO 1016 AT S4L. REPAIRED PER SWA ACO 6717-53.									

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5330 SWAA	63SW 22061	BOEING 7372H4				SKIN	CRACKED FUSELAGE		1/21/98 SWAA980079
DURING SCHEDULED D-CHECK, FOUND FUSELAGE SKIN CRACKS AT BS 1011, S4R AND 988, S4R, AT BS 491, S14R, AT BS 727+11, S4L, AT BS 727B+1, S4L, AT BS 767+4 AT S4L, AT BS 797+4, S4L, AT BS 870 TO 875, S24R, AND AT BS 932, AT S4R. REPAIRED PER BOEING SRM.									
5330 SWAA	63SW 22061	BOEING 7372H4				SKIN	DENTED BS 287		1/21/98 SWAA980069
DURING SCHEDULED D-CHECK, FOUND FUSELAGE SKIN DENTED AT BS 287 2 ABOVE S18R, AND AT BS 307, AT RBL 1.75. REPAIRED PER BOEING SRM.									
5330 SWAA	63SW 22061	BOEING 7372H4				SKIN	DAMAGED BS 198		1/21/98 SWAA980068
DURING SCHEDULED D-CHECK, FOUND COCKPIT WINDOW POST SKIN LIGHTNING STRIKE DAMAGED AT BS 198, WL 253. RESKINNED POST PER BOEING SRM.									
5330 AWXA	169AW 23630	BOEING 73733A				SKIN	CRACKED GALLEY DOORWAY		1/6/98 AWXA9800030
DURING SCHEDULED C-13 INSPECTION, FOUND CRACK ON EXTERNAL SKIN AT FWD GALLEY DOOR THRESHOLD AFT LOWER CORNER. SKIN CRACK IN EXTERNAL SKIN AT LOWER AFT CORNER OF FWD GALLEY DOOR CUTOUT. STOP DRILLED, FABRICATED DOUBLER AND TRIPLER PARTS AND INSTALLED DOUBLER AND TRIPLER IAW, SRM 53-10-01 AT BS 344 RT, WL 208.									
5330 SWAA	669SW 23752	BOEING 7373A4				SKIN	DENTED FUSELAGE		1/16/98 SWAA980054
DURING SCHEDULED B/C4 CHECK, FOUND FUSELAGE SKIN DENTED AT BS 478, AT S26R, AT BS 1020, AT S13L, AT BS 1006, AT S14L, AND AT BS 993, A14L. REPAIRED ALL PER BOEING SRM.									
5330 SWAA	339SW 24090	BOEING 7373A4				SKIN	CRACKED BS 964		1/16/98 SWAA980058
DURING SCHEDULED B/C4 CHECK, FOUND A FUSELAGE SKIN CRACK AT BS 964, NEAR S24L. REPAIRED PER BOEING SRM.									
5330 W8PA	962WP 23748	BOEING 7373Y0				SKIN	DENTED BS 727		12/24/97 W8PA980023
PAE - DURING C-CHECK, FOUND DENT IN SKIN AT BS 727 BELOW LAP JOINT AT STR 20 LT, CUT OUT DAMAGED SECTION OF SKIN AT BS 727. FABRICATED REPAIR PARTS AND INSTALLED PER SRM 53-00-01.									
5511 SWAA	63SW 22061	BOEING 7372H4				RIB	CRACKED HORIZ STAB		1/20/98 SWAA980051
DURING SCHEDULED D CHECK, LT HORIZ STAB L/E PANEL CRACKED RIB AT STA 105.26. REPLACED DAMAGED SECTION AND INSTALLED REPAIR DOUBLER PER BOEING SRM.									
5530 W8PA	948WP 23259	BOEING 737301				ANGLE	WORN LT VERT STAB		1/22/98 W8PA980032
PAE- LT VERTICAL STABILIZER TO BODY CLOSURE ANGLE IS CHAFED AND WORN THROUGH ON AFT END. REMOVED ANGLE, INSTALLED NEW ANGLE.									
5711 P2EA	219US 20414	BOEING 737281				SPAR CHORD	CORROSION RT WING		11/27/97 P2EA97084
SJO - FOUND LEVEL 2 CORROSION RIGHT WING RSS 150, UPPER CHORD. DEFECT SIZE 1 INCH. ACCOMPLISHED REPAIR BETWEEN RSS 145 AND RSS 155 PER BOEING FAX NR C00-SJO-97-0294RR, DATED NOV 13, 1997. (M)									
7200 UALA	392UA 24667	BOEING 737322	GE CFM56*			ENGINE	MALFUNCTIONED NR 1		7/15/97 97UAL900539
ABORTED TAKEOFF AT APPROXIMATELY 140 KNOTS. NR 1 ENG LOST POWER DURING TAKEOFF AND WAS UNRESPONSIVE TO THROTTLE. EGT WAS NORMAL, PMC AND AUTO-THROTTLE WERE ON WITH NO LIGHTS. THROTTLE RESPONSE WAS SLOWER THAN NR 2.									

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7261 SWAA	104SW 23110	BOEING 7372H4	PWA JT8D9A			ENGINE	OIL LEAK NR 1		11/23/97 SWAA980038
AFTER GEAR RETRACTION, EXPERIENCED NR 1 ENGINE OIL AND PRESSURE LOSS. RETURNED TO HOU AND MADE AN UNEVENTFUL LANDING. FOUND OIL FILTER HOUSING CAP STUDS PULLED. REMOVED AND REPLACED ENGINE PER BOEING M/M.									
7510 SWAA	73SW 22673	BOEING 7372H4				DUCT 567620	RUPTURED NR 1		1/16/98 SWAA980053
NR 1 ENGINE FIRE WARNING INDICATION IN FLIGHT. ACTIVATED FIRE BOTTLES AND PERFORMED ENGINE SHUTDOWN CHECKLIST. MADE AN UNEVENTFUL LANDING AT STL. INSPECTED AND FOUND ANTI-ICE VALVE LINE RUPTURED. REPLACE LINE, ENGINE OIL STRAINER, HYD PUMP CASE DRAIN FILTER AND FIRE BOTTLES PER BOEING M/M.									
7532 UALA	385UA 24660	BOEING 737322	GE CFM56*		ALLIED SIGNA 3214446	BLEED VALVE	FAILED NR 1		6/10/97 97UAL900442
NR 1 BLEED AIR TRIP ON CLIMB. *S/D* HI-STAGE VALVE FAILED. REPLACED HI-STAGE VALVE.									
7830 SWAA	23SW 21338	BOEING 7372H4				ISOLATION VALVE 141225	FAILED TR SYST		1/17/98 SWAA980083
RETURNED TO DAL DUE TO THRUST REVERSER ISOLATION VALVE LIGHT ILLUMINATING. MADE AN UNEVENTFUL LANDING. REPLACED ISOLATION VALVE PER BOEING M/M.									
7930 UALA	9012U 19050	BOEING 737222	PWA JT8D7B			OIL BYPASS LIGHT	ILLUMINATED NR 2		6/27/97 97UAL900496
NUMBER 2 OIL BYPASS LIGHT ON STEADY.									
7931 SWAA	318SW 23339	BOEING 7373H4	GE CFM563B1			OIL PRESS IND	LOST NR 1 ENGINE		11/20/97 SWAA980043
DIVERTED TO STL, DUE TO NUMBER 1 ENGINE LOSS OF OIL PRESSURE INDICATION. LANDED WITHOUT INCIDENT. INSPECTED ENGINE, OIL FILTERS, NO DEFECTS NOTED. REMOVED AND REPLACED LUBE UNIT, SERVICED OIL, AND PERFORMED ENGINE RUN PER BOEING M/M.									
2410 EIAA	477EV 20784	BOEING 747SR46				O-RING NAS1593138	BROKEN NR 1 ENGINE		11/27/97 EIAA970209
FRK - AFTER 2.5 HOURS OF FLIGHT NR 1 ENGINE OIL QTY SHOWED A DROP OF APPROXIMATELY 1 QT PER 20 MINUTES OF FLT. ON APPROACH QTY DROPPED TO 2QT AND PRESSURE STARTED FLUCTUATING 45 PLUG/MINUS 5 PSI. NR 1 ENGINE WAS SHUT DOWN AND SECURED. TROUBLESHOT NR 1 ENGINE OIL SYSTEM FOUND NR 1 ENGINE CSD DRIVE SHAFT O-RING BROKEN. REPLACED WITH SAME. OPS CHECK SATISFACTORY ON ENGINE HIGH POWER FOR 30 MINUTES. (M)									
2710 EIAA	471EV 20651	BOEING 747273C				CABLE BACC13AP4E9657	OUT OF ADJUST RT AILERON		12/10/97 EIAA970210
JFK - RIGHT AILERON REQUIRES EXTRA PRESSURE FOR RIGHT TURNS. RIGGED AILERON LOST MOTION PER MM 27-11-00, OPS CHECK OK. (M)									
2750 UALA	106UA 26474	BOEING 747451	PWA PW4056			TRANSMISSION	MALFUNCTIONED LT TE FLAP		6/9/97 97UAL900436
AIRCRAFT EN ROUTE, DIVERTED TO ANCHORAGE DUE TO LEFT OUTBOARD FLAP PROBLEM. *S/D* LEFT OUTBOARD T/E FLAP MISRIGGED AT NR 1 TRANSMISSION. RE-RIGGED FLAP AND REPLACED NR 1 TRANSMISSION/BALL SCREW ASSEMBLY, OPERATION CHECKS NORMAL.									
2760 NWAA	665US 23820	BOEING 747451				CONTROL MECH	OUT OF ADJUST SPOILER SYST		1/24/98 9801376305
DURING TAKEOFF, RECEIVED A SPOILER CONFIGURATION TAKEOFF WARNING. AIRCRAFT ABORTED TAKEOFF AND RETURNED TO GATE. ADJUSTED THE SPEED BRAKE CONTROL SYSTEM AND REPLACED THE AUTO SPEED BRAKE ACTUATOR, OPERATIONAL CHECK GOOD.									
2910 UALA	4729U 19926	BOEING 747122	PWA JT9D7A			HYD FLUID	LOST NR 1 HYD SYST		7/9/97 97UAL900517
LOSS OF ALL HYDRAULIC FLUID ON NR 1 SYSTEM.									

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2910 P5CA	857FT 20246	BOEING 747132				LINE 65B9017057	CRACKED NR 4 PYLON		1/26/98 P5CA9800049
NR 4 HYDRAULIC SYSTEM FLUID LOSS TO 1.6 GALLONS. FOUND CRACKED PRESSURE LINE IN NR 4 PYLON. REPLACED LINE, ENGINE DRIVEN PUMP CASE DRAIN AND PRESSURE FILTERS PER BOEING MAINTENANCE MANUAL 29-11-23, 29-11-05, AND 29-11-18.									
2933 UALA	163UA 21353	BOEING 747238B	PWA JT9D7J			HYD QTY IND	DROPPED NR 1		7/16/97 97UAL900545
TWO HOURS INTO THE FLIGHT THE NUMBER 1 HYDRAULIC SYSTEM QUANTITY DROPPED TO 2 GALLONS.									
3230 P5CA	857FT 20246	BOEING 747132				ACTUATOR 65B015397	LEAKING RT MLG		1/25/98 P5CA9800048
NR 4 HYDRAULIC SYSTEM FLUID LOSS TO 1.6 GALLONS. DECLARED EMERGENCY TO PROVIDE TIME FOR ABNORMAL PROCEDURES. EMERGENCY TERMINATED AFTER LANDING ALL SYSTEMS FUNCTIONED NORMAL. FOUND RIGHT WING POSITIONING ACTUATOR LEAKING. REPLACED PER BOEING M/M 32-11-20.									
3240 UALA	151UA 23736	BOEING 747222B	PWA JT9D7R4G2			BRAKES	SMOKING RT MLG		7/19/97 97UAL900562
TOWER REPORTED, SMOKE FROM RIGHT MAIN LANDING GEAR. TAKEOFF ABORTED AT 100 KNOTS.									
3260 P5CA	921FT 21575	BOEING 747238B				WARNING LIGHT	ILLUMINATED LT/RT MLG		1/26/98 P5CA9800050
LEFT WING AND RIGHT WING PRIMARY AND ALTERNATE TILT LIGHTS ON. ALSO, LEFT AND RIGHT WING LANDING GEAR DOOR PRIMARY AND ALTERNATE LIGHTS ON WHEN THE GEAR HANDLE PLACED TO THE OFF POSITION. LEFT AND RIGHT WING TILT AND DOOR SENSORS CHECKED OK, GEAR RETRACTION AND EXTENSION CHECKED NORMAL PER BOEING MAINTENANCE MANUAL 32-32-00, 32-33-00 AND 32-34-00 UNABLE TO DUPLICATE FAULT.									
3260 NWAA	665US 23820	BOEING 747451				SWITCH	MALFUNCTIONED LT MLG		1/21/98 9801206305
DURING TAKEOFF, RECEIVED A GEAR CONFIGURATION TAKEOFF WARNING MESSAGE. AIRCRAFT ABORTED TAKEOFF AND RETURNED TO THE GATE. RESEATED THE RIGHT ACTUATOR SWITCH ON THE LEFT BODY LANDING GEAR. OPERATIONAL CHECK GOOD.									
3350 IPXA	672UP 20324	BOEING 747123				LIGHT S1356B37	MALFUNCTIONED CABIN		1/25/98 UPS98425540
INSPECTION TYPE-N/A, EMERGENCY LIGHT IN CEILING ABOVE STAIRWELL WILL NOT SHUT OFF. REMOVED AND REPLACED LIGHT ASSY, CK OK.									
3350 NWAA	663US 23818	BOEING 747451				WIRES	LOOSE CABIN		1/25/98 9801386303
DURING LINE CHECK, FOUND FLOOR PATH EMERGENCY LIGHTS INOPERATIVE FROM ROWS 22HJK - LAV DR2R AND FROM ROWS 51HJK TO 62HJK. RECONNECTED WIRES, OPERATIONAL CHECK GOOD.									
3441 P5CA	855FT 19733	BOEING 747124				INU 788658011	FAILED COCKPIT		1/25/98 P5CA9800046
AFTER TAKEOFF, NR 2 INS WARNING LIGHT ILLUMINATED WITH THE FOLLOWING CODES 34, 42, 102 AND 56. REPLACED NR 2 INU SYSTEM ALIGNED TO 05, OK NO FAULT PER M/M 34-41-03.									
3510 TWRA	608FF 19672	BOEING 747131				OXY REGULATOR	LEAKING COCKPIT		1/12/98 TWRA9801
AIRCRAFT AIR TURN BACK DUE TO DEPLETED CREW OXYGEN DOWN TO ZERO. FOUND LEAK AT CREW STATION REGULATOR, REPAIRED, REPLACED OXYGEN BOTTLE. LEAK CHECK GOOD. (X)									

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5220 IPXA	675UP 20390	BOEING 747123				ESCAPE HATCH	WILL NOT STOW COCKPIT		1/22/98 UPS98425539
INSPECTION TYPE-N/A. COCKPIT CEILING ESCAPE HATCH OUTSIDE LATCH WILL NOT STAY STOWED, BY OPERATING INTERIOR LATCH OUTSIDE HANDLE POPS UP. REF MM 52-21-00, CLEANED AND LUBED EXIT HATCH HANDLE AND INTERIOR MECHANISM, REMOVED BUFF FROM HANDLE GUIDE. OPERATED DOOR SEVERAL TIMES, NO DEFECTS NOTED.									
5314 P5CA	857FT 20246	BOEING 747132				ANGLE	CRACKED BS 1310		1/22/98 P5CA9800036
ANGLE CRACKED BOTTOM OF KEEL BEAM APPROX STA 1310. REMOVED AND REPLACED ANGLE BOTTOM OF KEEL BEAM STA 1310 IAW SRM 51-30-02 AND 51-10-01.									
5315 P5CA	857FT 20246	BOEING 747132				FLOORBEAM	CRACKED BS 1800		1/21/98 P5CA9800035
AFT PIT STA 1800 FLOORBEAM FLANGE CRACKED AT RT END APPROX RBL 50. REMOVED AND REPLACED FLOORBEAM IAW SRM 51-10-01. FABRICATED NEW FLOORBEAM IAW SRM 51-30-02.									
5320 EIAA	480EV 20348	BOEING 747121				CHORD	CORRODED BS 1050	93006	9/29/97 EIAA970216
MZJ - DURING C-CHECK INSPECTION, DISCOVERED EXFOLIATION CORROSION ON THE FORWARD FACE OF THE LOWER RIGHT HAND CORNER OF THE L-CHORD, NR 3 SPANWISE BEAM AT BS 1050, BETWEEN RBL 113 AND RBL 117. REPAIRED BY BLENDING AWAY CORROSION, ROTOPEENED, HFEC INSPECTED AND RESTORED FINISHES IAW EVERGREEN INTERNATIONAL AIRLINES ECRA NR 480-57-069-2. (X)									
5320 EIAA	480EV 20348	BOEING 747121				STRAP	CORRODED BS 550	93006	9/29/97 EIAA970217
MZJ - DURING C-CHECK INSPECTION, DISCOVERED CORROSION ON THE STRAP AROUND THE LOWER SKIN CUT-OUT FOR THE PAN AND SERVICES DOOR INSTALLATION, FORWARD LAVATORY, AT BS 550, STRINGER 46L. REPAIRED BY BLENDING AWAY CORROSION INSTALLING REPAIR FILLER, DOUBLER, AND RESTORED FINISH IAW EVERGREEN INTERNATIONAL AIRLINES ECRA 480-53-077-2. TIME LIMITED REPAIR LIMITED TO 18 MONTHS OR 1,500 FLIGHT CYCLES WHICHEVER IS EARLIEST. (X)									
5320 P5CA	855FT 19733	BOEING 747124				SUPPORT	BROKEN BS 1820		1/16/98 P5CA9800032
AFT CARGO BS 1820 LT SIDE WALL BROKEN SUPPORT. REPAIRED IAW SRM 51-30-02.									
5320 P5CA	857FT 20246	BOEING 747132				ANGLE	CORROSION BS 1360		1/22/98 P5CA9800038
LEVEL 1 CORROSION ON PANEL SUPPORT ANGLE BRACKET KEEL BEAM AREA STA 1360. REMOVED T- EXTRUSION AND ANGLE BRACKET AND REPLACED WITH NEW FABRICATED ANGEL IAW SRM 51-30-02.									
5320 P5CA	857FT 20246	BOEING 747132				RIVET	FAILED BS 1300		1/21/98 P5CA9800033
KEEL BEAM AREA, BS 1300 RIVET HEAD POPPED OFF. REMOVED AND REPLACED FASTENER IAW SRM 51-30-02.									
5320 NWAA	613US 20358	BOEING 747251B				FITTING	CORRODED BS 2360		1/25/98 9801606613
DURING PERIODIC CHECK, FOUND CORROSION ON THE FORWARD END FITTINGS FOR STR 46R, 50R, AND 51R AT FS 2360. REPLACED FITTINGS PER BOEING DRAWING 65B02634.									
5320 NWAA	613US 20358	BOEING 747251B				FITTING	CORRODED BS 2360		1/25/98 9801616613
DURING PERIODIC CHECK, FOUND CORROSION ON THE FORWARD END FITTINGS FOR STR 48L TO 51L AT FS 2360. REPLACED FITTINGS PER BOEING DRAWING 65B02634.									
5320 NWAA	613US 20358	BOEING 747251B				FITTING	CORRODED BS 2360		1/25/98 9801596613
DURING PERIODIC CHECK, FOUND CORROSION ON THE AFT END FITTINGS FOR STR 49R TO 51R AT FS 2360. REPLACED FITTINGS PER BOEING DRAWING 65B02634.									

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5320 NWAA	613US 20358	BOEING 747251B				FITTING	CORRODED BS 2360		1/25/98 9801626613
DURING PERIODIC CHECK, FOUND CORROSION ON THE AFT END FITTINGS FOR STR 48L, 49L, 50L, AND 51L AT FS 2360. REPLACED FITTINGS PER BOEING DRAWING 65B02634.									
5320 NWAA	618US 21122	BOEING 747251F				FITTING	CORRODED BS 2360		1/23/98 9801666718
DURING PERIODIC CHECK, FOUND CORROSION ON END FITTINGS FOR STR 42L, 44L, 46L, 48L, 49L, 50L, AND 51L AT FS 2360. REPLACED FITTINGS (P/N 65B04370-7) PER BOEING DRAWING 65B04161.									
5320 NWAA	618US 21122	BOEING 747251F				FITTING	CORRODED BS 2360		1/23/98 9801656718
DURING PERIODIC CHECK, FOUND CORROSION ON END FITTINGS FOR STR 42R, 44R, 46R, 48R, 49R, 50R, AND 51R AT FS 2360. REPLACED FITTINGS (P/N 65B04370-8) PER BOEING DRAWING 65B04161.									
5320 NWAA	618US 21122	BOEING 747251F				FITTING	CORRODED BS 2360		1/23/98 9801636718
DURING PERIODIC CHECK, FOUND CORROSION ON END FITTINGS FOR STR 38L AND 40L AT FS 2360. REPLACED FITTINGS (P/N 65B04370-45) PER BOEING DRAWING 65B04160.									
5320 NWAA	618US 21122	BOEING 747251F				FITTING	CORRODED BS 2360		1/26/98 9801646718
DURING PERIODIC CHECK, FOUND CORROSION ON END FITTINGS FOR STR 38R AND 40R AT FS 2360. REPLACED FITTINGS (P/N 65B04370-46) PER BOEING DRAWING 65B04160.									
5330 P5CA	855FT 19733	BOEING 747124				PANEL	DAMAGED FUSELAGE		1/16/98 P5CA9800031
HOLE FOUND IN PANEL 191B. REPAIRED PUNCTURE WITH FIBERGLASS OVERLAYS IAW 747 SRM 51-40-14.									
5347 P5CA	857FT 20246	BOEING 747132				SEAT TRACK	CRACKED BS 1780		1/22/98 P5CA9800037
SEAT TRACK CRACKED AT BS 1780 AT RBL 50. REPAIRED IAW SRM 53-10-05 FIG 5.									
5413 EIAA	480EV 20348	BOEING 747121				STRINGER 65B903773	OVERSIZE HOLES NR 1 PYLON	93006	9/29/97 EIAA970218
MZJ - DURING C-CHECK INSPECTON, DISCOVERED OVERSIZED FASTENER HOLES AT NAC STA 155.2 AT STR NR 2 (NR 1 PYLON) AND ALSO AT OUTBOARD AND INBOARD SKIN AT NAC STA 162.5. REPAIRED BY INSTALLING REPAIR STRAP AND CLIP, HFEC INSPECTING AND RESTORING FINISH TO AREA IAW EVERGREEN INTERNATIONAL AIRLINES ECRA 480-54-076-2. (X)									
5720 EIAA	480EV 20348	BOEING 747121				CHORD	BROKEN LT/RT WING	93006	9/29/97 EIAA970214
MZJ - DURING C-CHECK INSPECTION, DISCOVERED A CRACKED AND BROKEN UPPER T-CHORD ON THE LEFT AND RIGHT WING TRAILING EDGE BEAM WBL 235.2. REPAIRED USING FABRICATED SPLICES IAW EVERGREEN INTERNATIONAL AIRLINE ECRA 480-57-066-2. (X)									
5720 P5CA	857FT 20246	BOEING 747132				FAIRING	WORN NR 7 FIXED CANOE		1/25/98 P5CA9800041
NR 7 FIXED FAIRING CANOE NEEDS COMPOSIT REPAIR. REPAIRED FIXED FAIRING BY USING FIBERGLASS OVERLAYS IAW SRM 51-40-15.									
5730 EIAA	480EV 20348	BOEING 747121				SKIN	CORRODED WS 816-830		9/29/97 EIAA970215
MZJ - DURING C-CHECK INSPECTION, DISCOVERED EXFOLIATION CORROSION ON THE UPPER SURFACE OF THE LEFT WING SKIN BETWEEN WS 816 TO WS 830 ALONG THE TRAILING EDGE AND RESPECTIVELY IN THE AREA COMMON TO THE REAR WING SPAR. REPAIRED BY BLINDING AWAY CORROSION, REMOVING FASTENERS, ROTOPEENING THE AFFECTED AREAS, INSTALLING NEW FASTENERS AND RESTORING FINISH. REPAIRED IAW EVERGREEN INTERNATIONAL AIRLINES ECRA NR 480-57-067-2. (X)									

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5730 P5CA	855FT 19733	BOEING 747124				FLYING PANEL	LOOSE LT WING		1/16/98 P5CA9800029
L/W FLYING PANEL INCOMPLETE FASTENERS INSTALLATION. REMOVED AND REPLACED FASTENERS IAW ARM 51-30-02.									
5730 P5CA	855FT 19733	BOEING 747124				FLYING PANEL	LOOSE RT WING		1/14/98 P5CA9800028
R/W FLYING PANEL O/B DOUBLER ATTACH POINT WORKING FASTENERS. REPAIRED IAW SRM 51-40-14.									
5753 P5CA	855FT 19733	BOEING 747124				SKIN	CORRODED LT TE FOREFLAP		1/16/98 P5CA9800011
LEVEL 1 CORROSION FOUND ON L/W O/B T/E FOREFLAP SURFACE. REMOVED CORROSION AND TREATED IAW SRM 51-10-06.									
5753 P5CA	857FT 20246	BOEING 747132				SKIN	DELAMINATION RT TE MIDFLAP		1/24/98 P5CA9800043
R/W O/B T/E MIDFLAP LOWER SIDE DELAMINATION. REPAIRED IAW SRM 51-40-09.									
5755 P5CA	857FT 20246	BOEING 747132				SKIN	DELAMINATED NR 3 SPOILER		1/24/98 P5CA9800040
LT WING NR 3 SPOILER UPPER SKIN DELAMINATION. REMOVED AND REPLACED NR 3 SPOILER PER MM 27-61-02.									
5755 P5CA	857FT 20246	BOEING 747132				PANEL	CORRODED NR 12 SPOILER		1/22/98 P5CA9800039
LEVEL 1 CORROSION ON #12 SPOILER PANEL UPPER SERVICE - LITE CORROSION. REMOVED CORROSION PER SRM 51-10-01.									
5755 P5CA	857FT 20246	BOEING 747132				SKIN	DELAMINATION NR 8 SPOILER		1/25/98 P5CA9800044
RT WING NR 8 SPOILER LWR SURFACE HAS AREA OF DELAMINATION. REMOVED DISBONDED SKIN AND DAMAGED CORE. BONDED NEW CORE FILLER AND DOUBLERS IAW SRM 51-40-06.									
5755 P5CA	857FT 20246	BOEING 747132				SKIN	DAMAGED NR 11 SPOILER		1/23/98 P5CA9800042
NR 11 SPOILER UPPER SKIN IN NEED OF REPAIR. REPAIRED IAW SRM 51-40-06.									
7200 UALA	160UA 21237	BOEING 747238B	PWA JT9D7J			ENGINE	MALFUNCTIONED NR 2		7/17/97 97UAL900552
THE NUMBER TWO ENGINE IS SLOW TO RESPOND TO THRUST LEVER INCREASES DURING TAKEOFF AND CRUISE.									
7200 EIAA	478EV 21033	BOEING 747SR46	PWA JT9D7A			ENGINE	SHUTDOWN NR 4		12/15/97 EIAA970213
NR 4 ENGINE OIL TEMP INCREASED TO 140 DEGREES CELSIUS AFTER TAKEOFF, REMAINED AT 140 DEGREES CELSIUS FOR 18.5 MINUTES, THEN REDUCED TO 129 DEGREES CELSIUS AFTER CRUISE POWER WAS SET. SOME VIBRATION IN NR 4 THROTTLE. AFTER 35 TO 40 MINUTES NR 4 FILTER BYPASS LIGHT ILLUMINATED. REDUCED THROTTLE TO IDLE BUT FILTER BYPASS LIGHT STAYED ON. PRECAUTIONARY SHUTDOWN PERFORMED ON NR 4 ENGINE, RETURNED TO PHNL. (M)									
7230 TWAA	53110 19676	BOEING 747131	PWA JT9D7AH			SEAL 635496CL4	WORN NR 2 ENGINE		12/17/97 TWAA9714904
LAX - FLT 1 - DURING CRUISE, EXPERIENCED A LOSS OF OIL IN NR 2 ENGINE. REPLACED NR 3 BEARING SEAL MFG P/N 635496CL4 AND COUPLING MFG P/N 735138. (M)									
7230 P5CA	857FT 20246	BOEING 747132	PWA JT9D7A			FAN BLADE	CRACK NR 3 ENGINE		1/21/98 P5CA9800034
NR 3 ENGINE, NR 5 FAN BLADE HAS A CRACK AT L/E. REMOVED CRACK BY BLENDING IAW MM 72-31-02.									

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7230 EIAA	478EV 21033	BOEING 747SR46	PWA JT9D7A			COMPRESSOR	STALLED NR 2 ENGINE	53460	12/11/97 EIAA970211
HKG - NR 2 ENGINE STALLED AT FL 39 START OF DESCENT, WOULD NOT RESPOND TO THROTTLE MOVEMENT. ENGINE SHUT DOWN AND IN FLT STARTED. OPS OK FOR REST OF FIGHT. NO COMP STALL. PERFORMED VISUAL INSPECTION OF THROTTLE LINKAGE AND OPS CHECKED MOVEMENT CHECKED GOOD. REMOVED AND REPLACED PH AND MAIN FUEL FILTERS CHECKED GOOD. (M)									
7250 P5CA	855FT 19733	BOEING 747124	PWA JT9D7A			R-RAIL	CRACKED NR 3 ENGINE		1/16/98 P5CA9800030
NR 3 ENGINE R RAIL AT 60 DEGREE POSITION LIGHTENING HOLE OD RADIAL CRACK. WELDED IAW PWA 72-53-01 REPAIR NR 14.									
7261 UALA	157UA 20106	BOEING 747123	PWA JT9D7A			OIL SYST	LEAKING NR 3 ENGINE		7/16/97 97UAL900553
DURING DESCENT, NUMBER THREE ENGINE OIL QUANTITY WENT TO ZERO AND THE OIL PRESSURE EVENTUALLY REDUCED TO ZERO. AN INFLIGHT SHUT DOWN OCCURRED.									
7261 CALA	33021 20520	BOEING 747243B	PWA JT9D7F		705117K	GARLOCK SEAL 800195	LEAKING CSD		1/23/98 CALA9800104
THE NR 3 ENGINE OIL QUANTITY DECREASED TO ZERO WHILE EN ROUTE. THE NR 3 ENGINE WAS SHUTDOWN AND THE AIRCRAFT LANDED AT HNL WITHOUT INCIDENT. MAINTENANCE FOUND OIL LEAKING FROM CSD DRIVE PAD. THE GARLOCK SEAL AND ALL OIL SEALS WERE REMOVED AND REPLACED IAW MM 72-61-07, PAGE 401. THE NR 3 ENGINE WAS SERVICED WITH OIL AND THE ENGINE WAS RUN WITH NO LEAKS DETECTED.									
7620 P5CA	855FT 19733	BOEING 747124	PWA JT9D7A			CONNECTOR BAC63AF243058	CONTAMINATED NR 1 ENGINE		1/23/98 P5CA9800047
DURING CLIMB AT APPROX 37,000 FT, NR 1 ENG FLAMED OUT. AFTER SEVERAL ATTEMPTS AT A RESTART THE ENGINE LIT OFF AND FLAMED OUT AGAIN. ENGINE FIREWALL PLUG DOO14J FOUND CONTAMINATED. CLEANED PLUG AND RESEATED PIN NR 17. ELECTRICALLY CHECKED OUT PER WDM 76-11-11.									
7830 P5CA	920FT 22237	BOEING 747249F	PWA JT9D7Q			SLEEVE	DAMAGED NR 1 ENGINE TR		1/22/98 P5CA9800045
NR 1 ENGINE FAN REVERSER SLEEVE DAMAGED AT THE 5 O'CLOCK POSITION. REPAIRED AS PER SRM 54-30-03.									
2560 UALA	547UA 25368	BOEING 757222	PWA PW2037			D-RING	MISSING 4L DOOR		7/22/97 97UAL900566
D-RING MISSING FROM SLIDE AT DOOR 4 LEFT.									
2560 UALA	570UA 26678	BOEING 757222	PWA PW2037			SLIDE	FELL OFF CABIN DOOR		6/15/97 97UAL900470
NUMBER FOUR RIGHT DOOR OPENED PARTIALLY AND SLIDE FELL OFF.									
2564 UALA	552UA 26641	BOEING 757222	PWA PW2037		AIR CRUISER D30654122	TUBE	RUPTURED SLIDE RAFT		7/1/97 97UAL900530
THE LOWER TUBE RUPTURED AND FAILED ON A SLIDE RAFT DURING OVER-PRESSURE TESTING. THIS FAILURE OCCURRED AT THE RIGHT FORWARD SUPPLEMENTAL TUBE BULK HEAD SEAM. THE SLIDE RAFT WAS DISCARDED.									
2564 UALA	552UA 26641	BOEING 757222	PWA PW2037		AIR CRUISERS D31564101	RESTRAINT STRAP D31564101	MISSING R2 DOOR		7/19/97 97UAL900560
DOOR 2-RIGHT D-RING SLIDE RAFT RESTRAINING STRAP MISSING. *S/D* D-RING AT THE END OF THE RESTRAINT STRAP ON SLIDE RAFT WAS FOUND MISSING. ENTIRE RESTRAINT STRAP ASSEMBLY WAS REPLACED.									
2564 UALA	576UA 26690	BOEING 757222	PWA PW2037			TUBE D30654122	LEAKING SLIDE RAFT		7/14/97 97UAL900542
DURING SHOP OVERHAUL OF SLIDE/RAFT, FOUND THAT LOWER TUBE RELIEF VALVE HAD WORN A HOLE IN THE LOWER TUBE DOG LEG AND THROUGH TO THE UPPER TUBE REPAIRED HOLE IN DOG LEG WITH A PATCH ON THE OUTSIDE. REPAIRED HOLE BETWEEN LOWER AND UPPER TUBES WITH A PATCH ON THE INSIDE OF THE LOWER TUBE.									

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2842 UALA	502UA 24623	BOEING 757222	PWA PW2037			FUEL IND	MALFUNCTIONED COCKPIT		7/15/97 97UAL900548
ON FINAL APPROACH, A FUEL CONFIGURATION MESSAGE ILLUMINATED. REPORTED AND ACTUAL FUEL DID NOT MATCH.									
3350 UALA	559UA 26657	BOEING 757222	PWA PW2037			CONNECTOR	LOOSE CABIN		6/21/97 97UAL900482
EEL LIGHTS FROM RAW 25 TO RAW 32 WERE INOP. RESEATED POWER FEEDER CONNECTORS, SYSTEM TEST WAS NORMAL.									
3350 UALA	578UA 26694	BOEING 757222	PWA PW2037			CABLE	DEFECTIVE CABIN		6/16/97 97UAL900471
SECTION OF EEL SYSTEM FROM NUMBER TWO LEFT DOOR TO FIRST OVERWING EXIT DOOR WAS INOP. FOUND DEFECTIVE CABLE. REPAIRED CABLE, GROUND CHECK WAS GOOD.									
3350 AALA	615AM 24491	BOEING 757223				LIGHT 0201820001	DEFECTIVE CABIN		12/27/97 AALA972514
LHR - DURING MAINTENANCE, L1 DOOR EMERGENCY ESCAPE BI-DIRECTIONAL ARROW FAILED TO ILLUMINATE. REPLACED L1 DOOR BASE LIGHT EMERGENCY ESCAPE ASSEMBLY. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	628AA 24586	BOEING 757223				WIRE	BROKEN CABIN		1/7/98 AALA980034
DFW - DURING OVERNIGHT CHECK, EMERGENCY EXIT FLOOR PATH LIGHTS BETWEEN FIRST CLASS AND COACH WERE FOUND INOPERABLE. REPLACED EMERGENCY EXIT FLOOR PATH LIGHTING WIRE BETWEEN FIRST CLASS AND COACH. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	628AA 24586	BOEING 757223				LIGHT	DEFECTIVE CABIN		1/7/98 AALA980035
DFW - DURING OVERNIGHT CHECK, EMERGENCY EXIT FLOOR LIGHT FOUND INOPERATIVE. REPLACED LIGHT STRIP AT EMERGENCY EXIT FLOOR. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	638AA 24596	BOEING 757223				MODULE P4010051	DEFECTIVE CABIN		1/11/98 AALA980049
DFW - DURING OVERNIGHT CHECK, EMERGENCY EXIT SIDEWALL SIGN AT R2 FOUND INOPERATIVE. REPLACED FORWARD EXIT SIGN MODULE AT R2 DOOR. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	645AA 24603	BOEING 757223				LIGHT	DEFECTIVE CABIN		1/5/98 AALA980020
DFW - DURING OVERNIGHT CHECK, FORWARD EMERGENCY EXIT FLOOR LIGHT FOUND INOPERATIVE. REPLACED LIGHT STRIP AT FORWARD EMERGENCY EXIT FLOOR. SYSTEM FOUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	606AA 27057	BOEING 757223				WIRE	SHORTED CABIN		12/22/97 AALA972500
DFW - DURING OVERNIGHT CHECK, EMERGENCY EXIT FLOOR PATH LIGHTS FROM ROW 24 AFT FOUND INOPERATIVE. REPAIRED WIRE AT SEAT ROW 24. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
4940 UALA	585UA 26709	BOEING 757222	PWA PW2037			CIRCUIT BREAKER 2TC4775	TRIPPED E/E BAY		6/30/97 97UAL900499
APU WOULD NOT START AT DEN. FOUND C1391 CIRCUIT BREAKER POPPED. RESET CIRCUIT BREAKER AND ACCOMPLISHED FIVE NORMAL STARTS, OPERATIONS CHECK NORMAL.									
5210 UALA	560UA 26660	BOEING 757222	PWA PW2037			RESERVOIR	LOW PRESS NR 2 RT DOOR		6/22/97 97UAL900481
NUMBER TWO RIGHT DOOR HAD EMERGENCY POWER RESERVOIR HAD LOW PRESSURE. REPLACED THE EMERGENCY POWER RESERVOIR PER MM 52-11-30.									

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5240 DALA	657DL 24419	BOEING 757232			146N61302	SKIN	GOUGED R4 DOOR		1/22/98 DL757980177
R4 DOOR SKIN WAS FOUND GOUGED AT THE LWR HINGE CUTOUT. REPAIRED PER ERA 331237-14.									
5270 UALA	552UA 26641	BOEING 757222	PWA PW2037			DOOR WARNING	ACTIVATED COCKPIT		6/18/97 97UAL900480
DOOR WARNING EICAS MESSAGES ACCESS DOORS, ENTRY DOORS, AND OVERHEAD LIGHT APPEARED DURING CRUISE. AS THE EICAS APPEARED THE AIRCRAFT YAWED SLIGHTLY. PRESSURIZATION REMAINED NORMAL. FUNCTIONAL CHECK OF THE DOOR INDICATION SYSTEM DID NOT SHOW ANY FINDINGS. CHECK OF THE YAW DAMPER SYSTEM WAS NORMAL.									
5414 DALA	640DL 23994	BOEING 757232				SKIN	CRACKED NR 2 PYLON		1/20/98 DL757980199
THREE CRACKS WERE FOUND IN THE INBD STRUT SKIN OF THE NR 2 ENGINE PYLON. THE CRACKS WERE IN THE TYPICAL CUTOUT AREA AT NAC STA 107. THE CRACKS WERE CUTOUT AND REPAIRED WITH A TITANIUM DOUBLER AND TRIPLER PER DAL B757 SRM 54-51-01, FIG 203 AND DOCUMENTED PER ER/A 363804-14.									
5754 DALA	644DL 23998	BOEING 757232				WEDGE 114N4002	DELAMINATED NR 10 TE SLAT		1/22/98 DL757980198
THE NR 10 SLAT WAS FOUND WITH A 2 X 2 AREA OF DELAMINATION ON THE TRAILING EDGE WEDGE. THE WEDGE WAS REPAIRED PER B757 SRM 51-70-10 AND DOCUMENTED PER ER/A 363806-14AD.									
7200 UALA	517UA 24861	BOEING 757222	PWA PW2037			ENGINE	MALFUNCTIONED NR 1		7/13/97 97UAL900543
THE CREW REPORTED DURING TAKEOFF, THE NUMBER ONE ENGINE EXPERIENCED VIBRATION. THE AIRCRAFT RETURNED TO DEN.									
7200 UALA	519UA 24872	BOEING 757222	PWA PW2037			ENGINE	MALFUNCTIONED NR 2		7/8/97 97UAL900515
ON CLIMBOUT, NUMBER 2 ENGINE LAGGED, EXPERIENCED UNCOMMANDED THROTTLE REDUCTION. EGT WENT INTO YELLOW MOMENTARILY (648 DEGREES FOR 5 SECONDS) WITH INCREASE IN FUEL FLOW.									
7200 UALA	527UA 24995	BOEING 757222	PWA PW2037			ENGINE	WORN NR 1		7/20/97 97UAL900555
NUMBER ONE ENGINE OIL CONSUMPTION EXCEEDS LIMIT.									
7230 UALA	540UA 25252	BOEING 757222	PWA PW2037			COMPRESSOR 1B6509	FAILED ENGINE	14196	6/17/97 97UAL900476
DURING CLIMBOUT, HAD TWO COMPRESSOR STALLS. DIVERTED TO JFK. NORMAL LANDING. REPLACED ENGINE FOR HIGH PRESSURE COMPRESSOR DAMAGE. ON DISASSEMBLY FOUND 7 EACH 9TH STAGE BLADES FAILED AT MID SPAN. ADDITIONAL DOWN STREAM DAMAGE TO HIGH PRESSURE COMPRESSOR.									
7230 UALA	561UA 26661	BOEING 757222	PWA PW2037			COMPRESSOR	STALLED RT ENGINE		7/9/97 97UAL900519
DURING DESCENT, THE RIGHT ENGINE COMPRESSOR STALLED TWICE. AN INFLIGHT SHUT DOWN OCCURRED.									
7261 UALA	502UA 24623	BOEING 757222	PWA PW2037			ENGINE	WORN RIGHT		7/9/97 97UAL900520
RIGHT ENGINE OIL CONSUMPTION EXCEEDS LIMIT.									
7261 UALA	534UA 25129	BOEING 757222	PWA PW2037			ENGINE	WORN NR 2 ENGINE		7/21/97 97UAL900563
NUMBER TWO ENGINE, HIGH OIL CONSUMPTION EXCEEDS LIMIT.									

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7314 USAA	602AU 22196	BOEING 757225	RROYCE RB211535E4			FUEL PUMP BPU200MK1	LEAKING LT ENGINE	24802	12/30/97 USAABB97165
LAS - FL 0017 - FLIGHT EN ROUTE PHL TO LAX WHEN CAPTAIN ADVISED OF POSSIBLE FUEL TOTALIZER/CALCULATED FUEL PROBLEM. FMC CAL + TOL DISAGREE BY 3,000 POUNDS. FUEL QUANTITY DECREASING IN LEFT TANK. ON FLY-BY, LAS CONFIRMED FUEL LEAKING FROM LEFT ENGINE. MAINTENANCE REPLACED LOW PRESSURE FUEL PUMP ON THE LEFT ENGINE. (X)									
7532 UALA	528UA 25018	BOEING 757222	PWA PW2037			BLEED VALVE	OPEN NR 2 ENGINE		6/22/97 97UAL900492
ENGINE PRESSURE RATIO FLUCTUATED AT LEAST 0.41 (FROM 1.40 TO 0.99) TWICE AS AIRCRAFT LEVELED OFF FROM CLIMB. ENGINE PRESSURE RATIO, FUEL FLOW AND RPM MOVE TOGETHER. AFTER REDUCING ALTITUDE AND CLOSING NUMBER 2 ENGINE BLEED, FLUCTUATION STOPPED AND REST OF FLIGHT UNEVENTFUL.									
7603 UALA	533UA 25073	BOEING 757222	PWA PW2037			THROTTLE	STICKING RIGHT		7/11/97 97UAL900544
THE RIGHT THROTTLE LEVER STICKS AT MID POSITION. TAKEOFF THRUST NOT ACHIEVED. ABORTED TAKEOFF AT 65 KNOTS.									
7722 UALA	579UA 26697	BOEING 757222	PWA PW2037			EGT IND	HIGH NR 2 ENGINE		7/17/97 97UAL900554
DURING TAKEOFF THE NUMBER 2 ENGINE EGT EXCEEDED 645 DEGREES FAHRENHEIT, REACHING A PEAK OF 664 DEGREES FOR 20 SECONDS.									
7932 UALA	546UA 25367	BOEING 757222	PWA PW2037			INDICATION	MALFUNCTIONED ENGINE IOL		7/4/97 97UAL900506
IN CRUISE, OIL QUANTITY ZERO, TEMPERATURE 119, PRESSURE 115-130.									
2421 AALA	322AA 22323	BOEING 767223				IDG	FAILED NR 1 ENGINE		1/1/98 AALA980022
JFK - FLT 1786 - LEFT GENERATOR FAILED AFTER DESCENT FOR APPROACH. LEFT GENERATOR DRIVE LIGHT ILLUMINATED. DISCONNECTED LEFT GENERATOR IAW PROCEDURE. STATUS - L IDG OIL TEMP. REMOVED AND REPLACED NR 1 ENGINE IDG PER MM. ACCOMPLISHED RUN-UP AND LEAK CHECK. ACCOMPLISHED DISCONNECT. ALL CHECKS OK. NO MESSAGE FOUND. 32224FBB1/0350.02JAN.JFK. (X)									
2421 AALA	332AA 22331	BOEING 767223				IDG	FAILED LT ENGINE		1/5/98 AALA980025
BRU - FLT 0088 - EICAS LEFT GENERATOR DRIVE MESSAGE AT LIFT-OFF ACCOMPANIED WITH AN OVERHEAD GENERATOR DRIVE LIGHT. STEADY INDICATIONS. DISCONNECTED LEFT GENERATOR DRIVE PER CHECKLIST. REMOVED AND REPLACED LEFT ENG IDG PER MM 20703. PERFORMED IDG. OPS CHECK AND LEAK CHECK ALL CHECKED GOOD. REMOVED PLACARD, CLEARED MIC. 33224F7C2/1419.05JAN.BRU. (X)									
2421 AALA	354AA 24035	BOEING 767323				IDG	MALFUNCTIONED RIGHT		11/10/97 AALA972146
JFK - FLT 956 - RT GEN DRIVE LIGHT CAME ON WITH INTERMITTENT RT GEN DRIVE EICAS MSG RT GEN DRIVE DISCONNECTED PER PROCEDURE. REPLACED RT IDG, LEAK CHECK, THEN SERVICE OPS OK. APPROVED FOR SERVICE REMOVED PLACARD MEL AUTH 11-150DC-B CLEARED MIC SHEET 354240800/1239. (M)									
2421 AALA	39365 24046	BOEING 767323				IDG	FAILED RT ENGINE		1/10/98 AALA980095
DFW - FLT 0049 - RIGHT GENERATOR DRIVE LIGHT ON AND EICAS RIGHT GENERATOR DRIVE DISCONNECTED RIGHT GENERATOR DRIVE. TROUBLESHOT, FOUND OIL PRESSURE FAULTED. REPLACED RIGHT ENGINE IDG. ACCOMPLISHED CARD 4944. RAN ENGINE, LEAK CHECK OK. APPROVED FOR SERVICE. 3652406CE/1506.10JAN.DFW. (X)									
2421 AALA	371AA 25198	BOEING 767323				IDG	FAILED LT ENGINE		12/26/97 AALA972518
ORY - FLT 0044 - LEFT GENERATOR DRIVE AND CONTROL OFF ILLUMINATED STEADILY AFTER 5 HOURS FLIGHT WITH ASSOCIATED POWER SHIFT INDICATIONS. LEFT IDG REPLACED AND TESTED IAW MM 24-11-01. ALL OPS CHECK OK. (X)									

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2421 AALA	383AN 26995	BOEING 767323				IDG	FAILED RT ENGINE		1/10/98 AALA980096
GIG - FLT 0905 - RIGHT GENERATOR DRIVE AND RIGHT GENERATOR OFF LIGHT AND EICAS MESSAGE. RIGHT GENERATOR DISCONNECTED FOR REMAINDER OF FLIGHT. REMOVED AND REPLACED RIGHT IDG PER MM 24-11-01-4-1, PAGES 401 THROUGH 413. OPS CHECK OK. RAN ENGINE PER MM. OPS CHECK OF RT IDG OF REMOVED PLACARD AND CLEARED MIC SHEET. RT IDG OK FOR SERVICE. (X)									
2432 AALA	353AA 24034	BOEING 767323				BATTERY CHARGER	MALFUNCTIONED BATT COMPT		11/11/97 AALA972147
MXP - FLT 95 - EICAS STATUS MSG MAIN BATTERY CHARGER REPEAT PIREP NR 16. SWAPPED APU BATTERY AND CHARGER WITH MAIN BATTERY AND CHARGER. CHECKED EICAS MSG FOUND CLEAR. (M)									
2530 UALA	601UA 21862	BOEING 767222	PWA JT9D7R4D			PIGTAIL CHORD	SMOKING MID GALLEY		7/2/97 97UAL900504
SMOKE IN MID GALLEY (ELECTRICAL SMELL). SMOKE WAS COMING FROM PIGTAIL CHORD AREA (FAR RIGHT CART STOWAGE AREA).									
2565 AALA	315AA 22317	BOEING 767223				SLIDE AAP3108	DEFECTIVE CABIN		12/9/97 AALA972376
SFO - AT GATE, RIGHT HAND OVERWING SLIDE WAS INADVERTENTLY DEPLOYED AND DEPLOYMENT WAS SUCCESSFUL. REPLACED RIGHT HAND OVERWING SLIDE. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
2612 AALA	383AN 26995	BOEING 767323				FIRE LOOP	FAILED NR 2 ENGINE		11/13/97 AALA972200
MAD - FLT 68 - LEFT ENGINE FIRE LOOP 2 DISPLAYED ON EICAS. RESEATED LEFT ENGINE FIRE LOOP 2 CONTROL CARD M682 AT P54 AND PERFORMED BITE PER MM ALL IND NORMAL. NO MSGS DISPLAYED ACCESS SECURED CLOSED. (M)									
2612 AALA	389AA 27449	BOEING 767323				FIRE PANEL	FAILED COCKPIT		1/3/98 AALA980023
MIA - FLT 0946 - STATUS MESSAGE ENG OVHT LP 1. REPLACED RT ENGINE OVERHEAT LP 1 PER MM. ACCOMPLISHED ALL REQUIRED CHECKS PER MM. ALL CHECKS OK. REMOVED MEL 01-40D-A AND CLEARED MIC SHEET. 38926242E/0848.03JAN.DFW. (X)									
2750 UALA	642UA 25092	BOEING 767322	PWA PW4060			RETRACT MECH	MALFUNCTIONED TE FLAPS		6/17/97 97UAL900475
WHEN RETRACTING FLAPS, T/E DISAGREE MSG APPEARED WHEN FLAP HANDLE WAS MOVED FROM 5 DEG TO 1 DEG. RETURNED TO JFK.									
3240 UALA	647UA 25284	BOEING 767322	PWA PW4060			LANDING GEAR	SMOKING RT MLG		7/10/97 97UAL900518
DURING TAXI, ANOTHER AIRCRAFT PILOT REPORTED SEEING SMOKE COMING FROM THE RIGHT MAIN LANDING GEAR.									
3260 AALA	39364 24045	BOEING 767323			ELDEC	ELECT UNIT 849704	DEFECTIVE NLG		12/18/97 AALA972487
DFW - FLT 0901 - AFTER RAISING LANDING GEAR, THE RIGHT HALF OF NOSE LANDING GEAR GREEN LIGHT REMAINED ILLUMINATED. CYCLED GEAR WITH NO SUCCESS. AIRCRAFT RETURNED DFW AND LANDED WITHOUT INCIDENT. REPLACED PROXIMITY SWITCH ELECTRONIC UNIT, ACCOMPLISHED GEAR SWING, AND SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3270 UALA	660UA 27115	BOEING 767322	PWA PW4060			TAILSKID	STRIKE AFT FUSELAGE		6/24/97 97UAL900490
ON LANDING, TAIL SKID LIGHT ILLUMINATED. *S/D* AIRCRAFT WAS OVERROTATED CAUSING TAILSKID DRAG. TAILSKID DRAG CHECK WAS ACCOMPLISHED PER MM 53-51-32 AND FOUND TO BE SATISFACTORY.									

***** DENOTES SIGNIFICANT OCCURRENCE

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3350 AALA	316AA 22318	BOEING 767223				WIRE	BROKEN CABIN		12/20/97 AALA972492
SFO - DURING OVERNIGHT MAINTENANCE, EMERGENCY EXIT LIGHT AT SEAT 30B FOUND INOPERATIVE. REPAIRED WIRE AT SEAT 30B. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	320AA 22321	BOEING 767223				WIRE	CHAFED CABIN		1/1/98 AALA980002
SFO - DURING MAINTENANCE, EMERGENCY EXIT LIGHTS AT SEAT ROWS 20H THROUGH 30H WOULD NOT ILLUMINATE. REPAIRED EMERGENCY EXIT LIGHT CHAFED WIRE AT SEAT ROW 28H. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	321AA 22322	BOEING 767223				CONNECTOR	DEFECTIVE CABIN		1/6/98 AALA980027
SFO - DURING OVERNIGHT CHECK, EMERGENCY EXIT LIGHT AT PASSENGER SEATS 22HJ, 25AB, AND 33HJ WERE FOUND INOPERABLE. REPLACED EMERGENCY EXIT LIGHT CONNECTOR AT PASSENGER SEATS 22HJ, 25AB, AND 33HJ. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	321AA 22322	BOEING 767223				LIGHT 0201820001	BROKEN CABIN		1/6/98 AALA980029
SFO - DURING OVERNIGHT CHECK, EMERGENCY EXIT LIGHT AT MID-RIGHT HAND GALLEY FOUND INOPERATIVE. REPLACED LIGHT ASSEMBLY AT MID-RIGHT HAND GALLEY. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	324AA 22325	BOEING 767223			SYMBOLIC	LIGHT 5635643	DEFECTIVE CABIN		1/5/98 AALA980019
JFK - DURING OVERNIGHT CHECK, EMERGENCY EXIT LIGHT AT AFT RIGHT LAVATORY FOUND INOPERATIVE. REPLACED LIGHT ASSEMBLY AT AFT RIGHT LAVATORY. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	332AA 22331	BOEING 767223				CONNECTOR	LOOSE CABIN		1/5/98 AALA980017
SFO - DURING OVERNIGHT CHECK, EMERGENCY EXIT LIGHT AT PASSENGER SEAT 26A/B FOUND INOPERATIVE. RECONNECTED LOOSE EMERGENCY EXIT LIGHT CONNECTOR AT PASSENGER SEAT 26A/B. SYSTEM FOUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	332AA 22331	BOEING 767223				LAMP HOLDER	LOOSE CABIN		1/12/98 AALA980097
LHR - DURING MAINTENANCE, EMERGENCY EXIT LIGHT AT SEAT ROW 31B WOULD NOT ILLUMINATE. RECONNECTED LAMP HOLDER AND RESECURED WIRES AT SEAT ROW 31B. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	353AA 24034	BOEING 767323				WIRE	BROKEN CABIN		1/2/98 AALA980008
SFO - DURING OVERNIGHT CHECK, EMERGENCY EXIT LIGHT AT PASSENGER SEAT 27AB FOUND INOPERATIVE. REPAIRED BROKEN EMERGENCY EXIT LIGHT WIRE AT PASSENGER SEAT 27AB. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	354AA 24035	BOEING 767323				SIGN 0201820001	BROKEN CABIN		1/3/98 AALA980006
SFO - DURING OVERNIGHT CHECK, FIRST CLASS GALLEY EMERGENCY EXIT SIGN FOUND BROKEN. REPLACED FIRST CLASS GALLEY EMERGENCY EXIT SIGN BASE ASSEMBLY. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	355AA 24036	BOEING 767323				SOCKET 0201922001	DEFECTIVE CABIN		1/6/98 AALA980030
SFO - DURING OVERNIGHT CHECK, EMERGENCY EXIT LIGHT AT SEAT 9AB FOUND INOPERATIVE. REPLACED SOCKET AT SEAT 9AB. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									

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3350 AALA	361AA 24042	BOEING 767323				CONNECTOR	LOOSE CABIN		1/5/98 AALA980018
SFO - DURING OVERNIGHT CHECK, EMERGENCY EXIT LIGHT AT PASSENGER SEAT 32A/B FOUND INOPERATIVE. RECONNECTED LOOSE EMERGENCY EXIT LIGHT CONNECTOR AT PASSENGER SEAT 32A/B. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	39365 24046	BOEING 767323			SYMBOLIC	LIGHT 7024092007	DEFECTIVE CABIN		12/29/97 AALA972519
JFK - DURING MAINTENANCE, NR 2 GALLEY EMERGENCY EXIT LIGHT WAS FOUND INOPERATIVE. REPLACED NR 2 GALLEY EMERGENCY EXIT LIGHT ASSEMBLY. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	369AA 25196	BOEING 767323				CONNECTOR	BROKEN CABIN		1/7/98 AALA980033
SFO - DURING OVERNIGHT CHECK, EMERGENCY EXIT LIGHT AT PASSENGER SEAT 31AB FOUND INOPERATIVE. REPLACED EMERGENCY EXIT LIGHT CONNECTOR AT PASSENGER SEAT 31AB. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	383AN 26995	BOEING 767323				CONNECTOR	LOOSE CABIN		1/4/98 AALA980007
SFO - DURING OVERNIGHT CHECK, EMERGENCY EXIT LIGHT AT PASSENGER SEAT 22HJ FOUND INOPERATIVE. RECONNECTED LOOSE EMERGENCY EXIT LIGHT CONNECTOR AT PASSENGER SEAT 22HJ. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	385AM 27059	BOEING 767323				CONNECTOR	DEFECTIVE CABIN		1/8/98 AALA980042
SFO - DURING OVERNIGHT CHECK, EMERGENCY EXIT LIGHT AT PASSENGER SEATS 39A/B AND 40A/B FOUND INOPERATIVE. REPLACED EMERGENCY EXIT LIGHT CONNECTOR AT PASSENGER SEAT 39A/B AND 40A/B. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 DALA	180DN 25985	BOEING 767332			20131A	BATTERY PACK	DISCHARGED CABIN		1/23/98 DL76L980197
RT AISLE EMERGENCY OVERHEAD SIGN INOP AT WING EXIT POSITION. REPLACED BATTERY PACK.									
3442 AALA	388AA 27448	BOEING 767323				RADAR	FAILED E/E COMPT		11/13/97 AALA972201
SCL - FLT 2101 - ON CLIMB-OUT, WX RADAR FAILED ON BOTH SIDES. TESTS STILL SHOWED OK. CIRCUIT BREAKER F2 WAS CYCLED WITH NO RESULT. RETURNED AND LANDED MIA PER MEL. T/S WX RADAR SYSTEM PER MM. REMOVED AND REPLACED WX RADAR ANT AND TRANCIEVER PER MM. SYSTEM OPS CHECKS NORMAL PER MM ON GROUND. NO FAILURES DETECTED. BOTH SIDES CHECK NORMAL. OK FOR SERVICE. AIRCRAFT LMP STATUS UNCHANGED. (M)									
3460 AALA	313AA 22316	BOEING 767223				FMC	FAILED RIGHT		1/9/98 AALA980094
LHR - FLT 0095 - IN-FLIGHT, RIGHT FMC FAILED. REPLACED RT FMC AND RT CDU. PERFORMED CROSS-LOAD PER SIC 2900. ALL OPS AND INDICATIONS NOW NORMAL. 31334F8FF/1520.09JAN.LHR. (X)									
3610 USAA	645US 23897	BOEING 767201				HPSOV 7902702	FAULTY RT ENGINE	9864	12/11/97 USAABB97159
PHL - FLT 894 - EN ROUTE PHL-FRA - CREW RECEIVED THE EICAS MESSAGE 'R ENG HPSOV' AND ASSOCIATED BLEED LIGHT. THE RIGHT ENGIEN PRESSURE WAS LOW. CREW ALSO HAD NO RIGHT ENGINE ANTI-ICE. FLT RETURNED TO PHL AND LANDED WITH NO FURTHER INCIDENT. MX REPLACED TEH RT ENGINE HIGH PRESSUR SHUTOFF VALVE. (M)									
3610 UALA	611UA 21872	BOEING 767222	PWA JT9D7R4D			SCREWS	OUT OF POSITION BLEED AIR CARD		6/24/97 97UAL900493
ON CLIMBOUT THROUGH 3000 FEET, RIGHT ENGINE BLEED LIGHT ON, RIGHT BLEED PRESSURE ZERO. RETURNED TO MIA. *S/D* FOUND TWO 10-32 SCREWS BETWEEN AIR SUPPLY BLEED CARD AND ADJACENT PC CARD IN P50 PANEL. SCREWS WERE MAKING CONTACT ON PRINTED CIRCUIT BOARDS. ALL FAULTS CLEARED AFTER SCREWS WERE REMOVED AND SUBSEQUENT OPS CHECK COMPLETED.									

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3610 UALA	645UA 25280	BOEING 767322	PWA PW4060			BLEED AIR	TRIPPED OFF RT ENGINE		7/10/97 97UAL900546
WHILE DESCENDING ON APPROACH, THE RIGHT ENGINE BLEED AIR TRIPPED OFF.									
4940 UALA	662UA 27159	BOEING 767322	PWA PW4060			START SYST	FAILED APU		7/11/97 97UAL900547
APU WILL NOT START. BATTERY VOLTAGE DROPS TO 15 VOLTS DURING OPERATIONAL CHECK.									
5320 DALA	103DA 22215	BOEING 767232				PRESSURE DECK	CRACKED BS 977		1/21/98 DL767980207
THE WHEEL WELL PRESSURE DECK WAS FOUND WITH A CRACK AT 977 ON THE LEFT HAND SIDE AT LBL 35, THE CRACK IS 12 INCHES LONG. THE CRACK WAS REPAIRED PER 767-200 SRM 53-50-51 FIG 202 AND ERA 363828-14. AN EIGHT INCH CRACK WAS ALSO FOUND ON THE RIGHT HAND SIDE AT RBL 24.5. IT WAS REPAIRED PER SRM 53-50-51-2-204. REPAIRS WERE MADE ON NR CARDS 1, 2 AND 6.									
7230 UALA	609UA 21870	BOEING 767222	PWA JT9D7R4D			COMPRESSOR	STALLED RT ENGINE		6/23/97 97UAL900491
RIGHT ENGINE COMPRESSOR STALLED IN FL390.									
7230 UALA	609UA 21870	BOEING 767222	PWA JT9D7R4D			COMPRESSOR	STALLED NR 2 ENGINE		7/7/97 97UAL900514
NUMBER 2 ENGINE COMPRESSOR STALL AT FLIGHT LEVEL 390 IN CLOUDS. IMMEDIATELY PRECEEDING STALL, ENGINE WAS AT STEADY HIGH POWER AND EXPERIENCED SLIGHT LOSS OF EPR AND STALL. ENGINE RECOVERED AND CONTINUED OPERATING.									
7230 UALA	619UA 21879	BOEING 767222	PWA JT9D7R4D			COMPRESSOR	STALLED LT ENGINE		7/23/97 97UAL900568
SEVERE COMPRESSOR STALL ON LEFT ENGINE ON CLIMBOUT. AN IN FLIGHT SHUT DOWN OCCURRED.									
7540 UALA	658UA 27113	BOEING 767322	PWA PW4060			BLEED LIGHT	ILLUMINATED RT ENGINE		7/2/97 97UAL900502
ABORTED TAKEOFF AT 90 KNOTS DUE TO RT ENGINE BLEED OFF LIGHT ILLUMINATED AND EICAS MESSAGE RIGHT ENGINE BLEED OFF.									
2150 UALA	774UA 26936	BOEING 777222	PWA PW4077			PACK	MALFUNCTIONED RIGHT		7/10/97 97UAL900550
CREW REPORTS LOUD AIR NOISE IN RIGHT SIDE OF CABIN ROW 15. AIR SYNOPTIC SHOWS RIGHT PACK WITH NO FLOW. RIGHT DUCT PRESSURE NORMAL. AIRCRAFT RETURN TO ORD.									
2210 UALA	772UA 26930	BOEING 777222	PWA PW4077			AUTO PILOT	MALFUNCTIONED E/E COMPT		7/20/97 97UAL900561
WITH A/P ENGAGED AND SPEED BRAKE EXTENDED TO FULL UP POS. ON DESCENT PLANE TRIED TO NOSE DIVE UP TO 10 DEG NOSE DOWN. DESCENT RATE WENT TO 5880 FPM. DISENGAGED A/P WORKED FINE. TRIED A 2ND TIME WITH A/P ENGAGED SAME PROBLEM. WITH A/P DISENGAGED USED SPEED BRAKE TWICE WITH NO NOSE DOWN EXCESS.									
2432 UALA	773UA 26929	BOEING 777222	PWA PW4077			BATTERY	OVERHEATED BATTERY COMPT		7/15/97 97UAL900551
STATUS MESSAGE, MAIN BATTERY OVERHEAT. AIRCRAFT DIVERTED TO EWR.									
2910 UALA	775UA 26947	BOEING 777222	PWA PW4077			HOSE AE7093101	LEAKING ENGINE	5657	6/18/97 97UAL900479
ON ARRIVAL, FOUND OIL LEAKING FROM NR 2 ENGINE. RIGHT SIDE OF ENGINE COATED WITH HYDRAULIC FLUID. *S/D* ENGINE DRIVEN HYRAULIC PUMP FEEDLINE (AE709310-1) WAS FOUND TO BE LEAKING. LINE WAS REPLACED. HOSE WAS NOT RECOVERED FOR ANALYSIS.									

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7200 UALA	780UA 26944	BOEING 777222	PWA PW4077			ENGINE	LOW THRUST LEFT		6/30/97 97UAL900503
LEFT ENGINE TAKEOFF THRUST TOO LOW. N1, N2 AND FUEL FLOW NORMAL FOR OBSERVED EPR.									
5320 HBCA	29MM 402B0863	CESSNA 402B				DOUBLER 52130452	CRACKED NLG RT WELL SKIN	7936	12/15/97 98ZZZX347
*****	DURING A 100-HOUR INSPECTION, THE MECHANIC NOTICED A TEAR IN THE RIGHT SIDE OF THE NOSE GEAR WHEELWELL SKIN UNDER THE DOWNLOCK HINGE BRACKET (CESSNA BRACKET PART 0842105-2). THE DOUBLER THAT ATTACHES TO THE SKIN/BACKET ASSEMBLY (DOUBLER CESSNA PART 5213045-2) WAS ALSO CRACKED/BROKEN. SUBMITTER STATED THIS PROBLEM IS MOST COMMONLY FOUND ON THE LEFT SIDE, THE ABOVE MENTIONED BRACKET ON THE LEFT SIDE ACTUATES OR CYCLES THE GEAR. THE PROBLEM COULD BE ASSOCIATED WITH ICE BUILDING (OR FORMING) ON THE LEADING EDGES OF GEAR DOORS CAUSING A PARTIAL BIND WHEN TRYING TO CYCLE THE GEAR.								
8120 HBCA	5040Q 402B0347	CESSNA 402B				BRACKET 08511393	BROKEN RT TURBO MOUNT		12/15/97 98ZZZX351
DURING A 100-HOUR INSPECTION, MECHANIC FOUND THE RIGHT TURBO MOUNTING BRACKET BROKEN. CESSNA BRACKET 0851139-3 HAD ITS OUTBOARD LOWER ATTACH LEG BROKEN OFF. UNABLE TO DETERMINE THE CAUSE OF THIS PROBLEM.									
3222	5114 7500017	CESSNA 750				STRUT 67420607	MALFUNCTION NLG	370	12/1/97 98ZZZX339
*****	THE AIRCRAFT DEPARTED DTW AND ON CLIMB-OUT, THE LANDING GEAR HANDLE WOULD NOT MOVE TO THE RETRACT POSITION. THE AIRCRAFT RETURNED TO DTW AND MAINTENANCE WAS ABLE TO DUPLICATE. UNDER CESSNA'S RECOMMENDATION, NEW SB 750-32-05 AND SB 750-32-10 INCORPORATED TO ELIMINATE PROBLEMS IN NOSE STRUT EXTENSION.								
3222	5116 7500019	CESSNA 750				STRUT 67420607	MALFUNCTION NLG	316	12/1/97 98ZZZX340
THE AIRCRAFT DEPARTED DTW AND ON CLIMB-OUT, THE LANDING GEAR HANDLE WOULD NOT MOVE TO THE RETRACT POSITION. THE AIRCRAFT RETURNED TO DTW AND MAINTENANCE WAS UNABLE TO DUPLICATE. GALLING WAS DETECTED IN THE CHROME SECTION OF THE STRUT ASSY AND THE UNIT WAS SENT BACK TO WICHITA FOR EVALUATION.									
2741 COMA	966CA 7132	CNDAIR CL6002B19				WARNING	ACTIVATED STAB TRIM		1/22/98 COMA9860023
STAB TRIM AND MACH TRIM CAUTION MESSAGE. PERFORMED FUNCTIONAL CHECK OF SYSTEM. NO FAULTS FOUND.									
2750 COMA	977CA 7157	CNDAIR CL6002B19				CONTROL LEVER 601R930043	MALFUNCTION COCKPIT	970	1/26/98 COMA9860025
AFTER TAKEOFF, FLAPS WOULD NOT RETRACT. REPLACED FLAP CONTROL LEVER.									
3222 COMA	933CA 7040	CNDAIR CL6002B19				STRUT 16050101	LEAKING NLG		1/25/98 COMA9860024
NOSE LANDING GEAR DISAGREE MESSAGE AFTER TAKEOFF. RESEALED AND RESERVICED NLG SHOCK STRUT.									
3350 COMA	912CA 7011	CNDAIR CL6002B19				LAMP 364911	LOOSE CABIN		1/24/98 COMA9860022
FLOOR EMERGENCY LIGHTING AT ROW 7 IS INOP. RESECURED LIGHTING STRIP INTO RECEPTACLE.									
3445 COMA	943CA 7062	CNDAIR CL6002B19				TCAS	MALFUNCTIONED COCKPIT		1/22/98 COMA9860021
AIRCRAFT SUSTAINED NEGATIVE 'GS' FOR 5 SECONDS DUE TO TCAS RA COMMAND, (FALSE WARNING). COMPLIED WITH TURBULANCE AND HARD LANDING INSPECTIONS. NO DAGMAGE NOTES.									

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4990 SWIA	408SW 7055	CNDAIR CL6002B19	GE CF343A1			OIL SYST	REQD SERVICE APU	1/7/98	SWIA971068
AT 57 MIN TO GO TO EUG, WE RECEIVED AND APU OIL TEMPERATURE MESSAGE. QRH CALLED FOR A DIVERSION TO NEAREST SUITABLE AIRPORT. SINCE EUG WAS IFR, THE SHUT DOWN OF APU WAS NOT AN OPTION. DIVERTED TO BOI. SERVICED APU OIL QUANTITY TO FULL, OPS CHECKS APU NORMAL PER MM 12-13-00.									
5270 COMA	949CA 7080	CNDAIR CL6002B19				WARNING	ACTIVATED PAX DOOR	1/26/98	COMA9860026
CABIN DOOR OUTER HANDLE CAUTION MESSAGE ON EICAS. INSPECTED DOOR MECHANISM AND FOUND NO DEFECTS. DEFERRED DOOR WARNING SYSTEM PER MEL.									
5310 COMA	917CA 7017	CNDAIR CL6002B19				STRUCTURE	DAMAGED FUSELAGE	1/22/98	COMA9860020
AIRCRAFT FAILED TO PRESSURIZE AFTER TAKEOFF. MAJOR STRUCTURAL DAMAGE WAS FOUND AT RIGHT HAND FORWARD SECTION OF FUSELAGE. PROBABLE CAUSE IS GROUND EQUIPMENT. AIRCRAFT FERRIED TO WVAC FOR REPAIRS.									
2612 GAIA	94258 119	CVAC 240D				FIRE WARNING	ACTIVATED CARGO COMPT	1/8/98	GAIA9802
CLE/YIP - FLT 258 - DURING CRUISE, FLIGHT CREW NOTED THE FIRE DETECTION WARNING SYSTEM CAME ON TWICE FOR A FEW SECONDS, FOR THE FWD CARGO/ELECT COMPARTMENT. THE AIRCRAFT HAS BEEN GROUNDED AT YIP AND WILL REMAIN THERE TILL THE FIRE WARNING SYSTEM CAN BE PROPERLY CORRECTED. (X)									
2910 CICA	4860J 19	DHAV DHC7102				HYDRAULIC LINE	LEAKING NR 4 NACELLE	1/2/98	98ZZZX369
PRIOR TO FLIGHT FROM MIA, MECHANIC FOUND HYDRAULIC LEAK IN NR 4 NACELLE AND NR 2 HYDRAULIC QUANTITY LOW. INSPECTION FOUND HYDRAULIC LINES PRESSURE AND RETURN ARE CHAFED AND CRACKED. LINES WERE REPLACED WITH TEMP FLEX LINES. INSPECTED AND FOUND NO LEAKS. AIRCRAFT FERRIED TO FLL AND TEMFLEX LINES REPLACED WITH HARD LINES. FAIR LEAD HOLDING LINE WAS MELTED AND LINES VIBRATED. FAIR LEAD REPLACED. AIRCRAFT RETURNED TO SERVICE.									
3260 CICA	703MG 103	DHAV DHC7102				RELAY 4B2E126D	CORRODED RT MLG	12/29/97	98ZZZX372
MIA/PID - FLT 211 - PILOT REPORTED RT MAIN GEAR TRANSIT LIGHT LIT DURING CRUISE. AIRCRAFT LANDED AT PID WITH NO FURTHER INCIDENT. AIRCRAFT INSPECTED AND FOUND SAFE FOR FERRY FLIGHT TO FLL MAINTENANCE BASE. MAINTENANCE CYCLED GEAR, BLED SYSTEM, AND REMOVED AIR FROM THE SYSTEM. AIRCRAFT TEST FLOWN, RT MAIN GEAR DOWN LIGHT CAME ON IN-FLIGHT. MAINTENANCE REPLACED PROXIMITY BOX, SWITCH, AND RELAYS. AIRCRAFT GEAR SWING COMPLETED AND TEST FLIGHT COMPLETED OK. AIRCRAFT RELEASED FOR FLIGHT.									
3260 CICA	4860J 19	DHAV DHC7102			MENASCO 1510015	SWITCH 3261S13	BURNED NLG	12/25/97	98ZZZX370
PRIOR TO FLIGHT FROM PID TO MIA, PILOT REPORTED LANDING GEAR UNSAFE LIGHT ILLUMINATED AND WARNING HORN SOUNDED, BUT GEAR LIGHTS INDICATED 3 GREEN AND VISUAL INSPECTION NORMAL. AIRCRAFT WAS INSPECTED AND FOUND SAFE FOR FERRY TO FLL WITH GEAR DOWN AND LOCKED. MAINTENANCE REMOVED AND REPLACED DUAL WARNING HORN AND NOSE GEAR DOWNLOCK SWITCH. COMPLETED GEAR SWING, RESULTS GOOD. AIRCRAFT RETURNED TO SERVICE.									
7200 CICA	234SL 24	DHAV DHC7102	PWA PT6A50			ENGINE	OVERTEMP NR 2	1/1/98	98ZZZX371
PID/FLL - FLT 703 - PILOT PERFORMED PRECAUTIONARY SHUT DOWN OF NR 2 ENGINE DUE TO HIGH OIL TEMP INDICATION. AIRCRAFT LANDED WITH NO INCIDENT. MAINTENANCE INSPECTED OIL SYSTEM, CHECKED OIL QUANTITY, AND FOUND TO BE OK. RAN ENGINE AT VARIOUS HIGH POWER SETTINGS FORWARD AND REVERSE FOR 30 MINUTES. OIL TEMP STAYED AT 90 DEGREES CELSIUS WELL WITHIN PARAMETERS. COULD NOT DUPLICATE HIGH OIL TEMP. AIRCRAFT RELEASED FOR FLIGHT.									
2400 QXEA	820PH 63	DHAV DHC8102				ELECT SYST	DAMAGED E/E COMPT	1/16/98	QXEA9800033
EN ROUTE, ACFT EXPERIENCED ST ELMOS FIRE ON THE WINDSHIELD WITH SOME PRECIPITATION STATIC. THE MASTER CAUTION LIGHT CAME ON. STARTED THE EMERGENCY CHECKLIST. PULLED LT TRU CIRCUIT BREAKER. 1 MIN LATER, EXPERIENCED LOSS OF PANEL LIGHT ON THE OVERHEAD, GLARESHIELD AND THE CAPTAIN'S INSTRUMENTS. THE DC VOLTMETER SHOWED ONLY BATTERY POWER. RETURNED TO PDX. RESET AC/DC GENERATORS, ALL POWER CAME BACK AND STAYED ON UNTIL LOWERED THE GEAR ON FINAL. AFTER THE GEAR CAME DOWN, EXPERIENCED NR 1 AC GENERATOR CAUTION LIGHT (THE GEN WON'T RESET). ACFT LANDED WITHOUT INCIDENT. MX R/R NR 1 AC GEN, NR 1 GCU, AC PWR MONITOR, AC PWR MONITOR ELEC CONNECTOR AND REMOTE CONTROL C/B. PERFORMED TEST OF THE ELEC SYSTEM.									

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2731 QXEA	820PH 63	DHAV DHC8102				CONTROLS	LACK OF LUBE ELEV TRIM		1/24/98 QXEA9800045
SEA - ELEVATOR TRIM INOP -10 TO -29 DEGREES CELCIUS. LUBRICATED LEFT AND RIGHT ELEVATOR TRIM ACTUATORS AND ASSOCIATED CHAINS. OPERATED ELEVATOR TRIM FULL TRAVEL SEVERAL TIMES, CHECK GOOD. NO PARTS REPLACED.									
3232 PCAA	819EX 016	DHAV DHC8102				ACTUATOR 82970018011	FAILED LT MLG DOOR		11/25/97 PCAA9700623
DURING CRUISE FLT, THE LEFT MAIN LANDING GEAR DOOR CAME OPEN. A/C LANDED WITHOUT INCIDENT. MAINTENANCE TROUBLESHOT SYSTEM. FOUND THE LEFT FORWARD DOOR ACTUATOR AT FAULT. THE ACTUATOR WAS REMOVED AND REPLACED IAW DHC MM. OPERATIONAL AND LEAK CHECKED GOOD. A/C RETURNED TO SERVICE. (M)									
3350 PCAA	838EX 220	DHAV DHC8102				BULB	FAILED CABIN		11/27/97 PCAA9700631
THIRD EMERGENCY FLOOR LIGHT FROM FRONT INOPERATIVE. REPLACED BULB OPERATION CHECK GOOD. A/C RETURNED TO SERVICE. (M)									
3350 PCAA	833EX 282	DHAV DHC8102				BATTERY 6104781	DISCHARGED CABIN		11/22/97 PCAA9700621
TWO FORWARD LIGHTS INOPERATIVE IN FLOOR EMERGENCY PROXIMITY LIGHTING SYSTEM. REMOVED AND REPLACED EMERGENCY LIGHT BATTERY AT POSITION NR 400. OPERATIONAL TEST NORMAL. A/C RETURNED TO SERVICE. (M)									
3350 MALA	822MA 326	DHAV DHC8102				LIGHT 10126269	CRACKED CABIN		1/21/98 MALA975902
DURING INSPECTION, THE RIGHT EMERGENCY EXIT WINDOW STRIP LIGHT BROKEN. MAINTENANCE REPLACED THE LIGHT ASSEMBLY. OPS CHECK GOOD.									
3350 MALA	828MA 333	DHAV DHC8102				LAMP 1013075	FAILED CABIN		1/20/98 MALA975910
DURING INSPECTION, ONE RED EMERGENCY FLOOR TRACK LIGHT INOP. MAINTENANCE RELAMPED FLOOR TRACK LIGHT. OPS CHECK GOOD.									
3350 MALA	865MA 364	DHAV DHC8102				BULB OL3071BPEGPL	FAILED CABIN		1/21/98 MALA975903
DURING INSPECTION 2 EXITS SIGNS WITH ONE BURNT OUT BULB EACH. MAINTENANCE REPLACED BULB IN BOTH EXIT SIGNS. ALL CHECKS GOOD.									
3350 MASA	434YV 434	DHAV DHC8202				POWER SUPPLY 6038443	INOPERATIVE CABIN		12/22/97 MASA97266
FLT 7722 - DEN-HDN - PILOT WAS DOING TEST ON EMERGENCY LIGHTS WHEN HE FOUND THREE EXTERNAL LIGHTS THAT WERE INOP. MAINTENANCE CHANGED TWO EMERGENCY BATTERY PACKS. OPS CHECK GOOD. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
3350 MASA	436YV 436	DHAV DHC8202				BULB 85	FAILED CABIN		12/24/97 MASA97275
DURING MAINTENANCE INSPECTION, FOUND THE FLIGHT ATTENDANTS EMERGENCY LIGHT SWITCH WOULD NOT ILLUMINATE WHEN SELECTED ON. MAINTENANCE REMOVED AND REPLACED THE BULB IN THE SWITCH. OPS CHECK GOOD. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
3350 MASA	436YV 436	DHAV DHC8202				BULB PR2	FAILED COCKPIT		12/15/97 MASA97256
FLT 7489 - CPR-DEN - CREW FOUND EMERGENCY OVERHEAD COCKPIT FLASHLIGHT INOP. MAINTENANCE REMOVED AND REPLACED BULB, OPS CHECK GOOD. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
3350 MASA	447YV 447	DHAV DHC8202				BULB CM3071BPE	FAILED CABIN		12/31/97 MASA97281
DURING ROUTINE LINE CHECK INSPECTION, MAINTENANCE PERSONNEL FOUND THE AFT CENTER AISLE EMERGENCY EXIT SIGN DIM. REPLACED DEFECTIVE BULB, OPS CHECK GOOD. (M)									

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3350 MASA	448YV 448	DHAV DHC8202				LIGHT	MALFUNCTIONED CABIN		12/28/97 MASA97274
FLT 7496 - DEN-CPR - UPON PREFLIGHT, PILOT NOTED THAT ONE OVERHEAD AND TWO DOOR EMERGENCY EXIT LIGHTS WOULD NOT ILLUMINATE. MAINTENANCE COULD NOT DUPLICATE THE DISCREPANCY. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
3350 MASA	456YV 456	DHAV DHC8202			GRIMES 10005511	BULB PE2	FAILED CABIN		1/8/98 MASA98004
DURING TESTING OF AIRCRAFT EMERGENCY LIGHTS, NOTED THE OVERHEAD PORTABLE EMERGENCY LIGHT WOULD NOT ILLUMINATE. MAINTENANCE REMOVED AND REPLACED THE BULB. AIRCRAFT WAS RETURNED TO SERVICE. (X)									
3350 QXEA	357PH 504	DHAV DHC8202		DHAV 82410191011		PWR SUPPLY 6038443	MALFUNCTION CABIN		1/22/98 QXEA9800039
SEA- EMERGENCY EGRESS LIGHT AT THE RIGHT FORWARD SECTION OF THE CABIN, RIGHT FORWARD EMERGENCY EXIT SIGN, AND THE FORWARD OVERHEAD CABIN LIGHTS ARE ALL INOP. REPLACED THE EMERGENCY LIGHT POWER SUPPLY AND BATTERY 3351 PS-2. OPERATIONAL CHECKS GOOD.									
4950 MALA	827MA 331	DHAV DHC8102				APU	CONTAMINATED APU COMPT		1/23/98 MALA975913
DURING TAXI, SMOKE IN THE CABIN AND COCKPIT WITH ENGINE BLEEDS ON. CREW RETURNED TO THE GATE. MAINTENANCE INSPECTED AND FOUND APU INGESTED DE-ICE FLUID. CLEANED AND DRIED SYSTEM, ALL CHECKS GOOD.									
5210 QXEA	816PH 54	DHAV DHC8102		DHAV 85210152001		HANDRAIL 85210109009	MALFUNCTION PAX DOOR		1/20/98 QXEA9800038
PDX- MAIN CABIN IS DIFFICULT TO OPEN. REPLACED BOTH THE FORWARD AND AFT MAIN CABIN DOOR HANDRAILS, OPERATIONAL CHECKS GOOD.									
6120 QXEA	355PH 500	DHAV DHC8202				AUTOFEATHER	MALFUNCTIONED PROP SYST		1/24/98 QXEA9800044
PUW - AUTOFEATHER WOULD NOT TEST. MAINTENANCE CONTROL HAD CREW CYCLE ECU'S, POWER LEVERS AND CONDITION LEVERS STATICALLY, THEN STARTED ENGINES AND TESTED SYSTEM. OPERATIONAL CHECK GOOD, NO PARTS REPLACED.									
2750 VNAA	461PS 3075	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		CONTROL UNIT 1050A000003	TRIPPED TE FLAPS	3858	1/24/98 VNAA9801011
DURING TAXI FOR TAKEOFF, A FLAP CONTROL FAIL WARNING MESSAGE ILLUMINATED. THE AIRCRAFT RETURNED TO THE GATE AND MAINTENANCE WAS CALLED. MAINTENANCE INSPECTED AND RESET THE FLAP CONTROL UNIT IN ACCORDANCE WITH DORNIER MAINTENANCE MANUAL 27-50-00. OPERATIONAL CHECKS WERE COMPLIED WITH AND THE AIRCRAFT WAS RETURNED TO SERVICE.									
3260 VNAA	436JS 3052	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		CONNECTOR	DIRTY LANDING GEAR		1/16/98 VNAA9801007
DURING TAXI FOR TAKEOFF, A PROXY SYSTEM FAIL WARNING MESSAGE ILLUMINATED. THE AIRCRAFT RETURNED TO THE GATE. OUTSTATION MAINTENANCE INSPECTED AND CLEANED THE LDGLK1 CANNON PLUG, THEN PERFORMED OPERATIONAL TEST IN ACCORDANCE WITH DORNIER MAINTENANCE MANUAL 32-60-00. THE AIRCRAFT WAS RELEASED FROM MAINTENANCE.									
3610 VNAA	442JS 3060	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		CONNECTOR	LOOSE RIGHT		1/26/98 VNAA9801012
THE RIGHT HAND HIGH PRESSURE BLEED VALVE WOULD NOT CLOSE, DURING TAXI FOR TAKEOFF. THE AIRCRAFT RETURNED TO THE GATE. MAINTENANCE INSPECTED AND FOUND THE HIGH PRESSURE BLEED VALVE CANNON PLUG TO BE LOOSE. MAINTENANCE SECURED AND FUNCTION CHECKED THE RIGHT HAND HIGH PRESSURE BLEED VALVE IN ACCORDANCE WITH DORNIER MAINTENANCE MANUAL 36-11-07.									
2210 UALA	1814U 46613	DOUG DC1010	GE CF66D			AUTOPILOT	MALFUNCTIONED E/E COMPT		7/12/97 97UAL900534
AUTOPILOT NR 2 GAVE AN UNCOMMANDED HARD DOWN AT 37,000 REPEATEDLY OVER STATION PASSAGE.									

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2430 UALA	1812U 46611	DOUG DC1010	GE CF66D			CABLE	BROKEN ADG CONTROL		6/7/97 97UAL900430
FOUND AIR DRIVEN GENERATOR DEPLOYED ON ARRIVAL AT SEA. *S/D* CONTROL CABLE FOR THE ADG RELEASE MECHANISM FOUND BROKEN. REPLACED CABLE.									
2430 UALA	1815U 46614	DOUG DC1010	GE CF66D			WIRE	LOOSE EMER PWR SWITCH		6/5/97 97UAL900431
EMERGENCY POWER SWITCH FAILS TO PROVIDE EMERGENCY POWER WHEN SELECTED TO ON. ALSO, 3 COCKPIT CLOCKS KEPT LOSING POWER. APU FAILED AND EMERGENCY POWER SWITCH FAILED TO SUPPLY EMERGENCY POWER. *S/D* WIRE NR 14 LOOSE ON EMERGENCY POWER SWITCH AND CANNON PLUG R2-17 NOT FULLY SECURED. WIRE TIGHTENED AND CANNON PLUG SECURED.									
2564 UALA	1837U 47969	DOUG DC1010	GE CF66D		AIR CRUISER 24D3005391	TUBE	RUPTURED SLIDE RAFT		7/1/97 97UAL900531
DURING THE SLIDE RAFT RETENTION TEST, THE BOTTOM CENTER SUPPORT TUBE SEAM SEPARATED. THE SLIDE RAFT WAS DISCARDED.									
2730 UALA	1814U 46613	DOUG DC1010	GE CF66D		WESTON 520642	POSITION IND	FAILED ELEVATOR		6/13/97 97UAL900455
AIRCRAFT RETURNED TO GATE WITH RIGHT ELEVATOR POSITION INDICATOR LAGGING TO THE LEFT. *S/D* REPLACED SURFACE POSITION INDICATOR, OPERATIONS CHECK NORMAL.									
2820 UALA	1856U 46975	DOUG DC1030	GE CF650C2			COUPLING SEAL SZ10525	WORN NR 1 PYLON		6/13/97 97UAL900463
FUEL RUNNING FROM NR 1 ENGINE PYLON AFT DRAIN TUBE. *S/D* REPLACED PYLON FUEL SUPPLY LINE GAMMA COUPLING SEALS.									
2910 UALA	1856U 46975	DOUG DC1030	GE CF650C2			TUBE AYK7141637	LEAKING RT MLG BRAKE		6/6/97 97UAL900432
HYDRAULIC FLUID SPRAYING FROM RIGID LINE FOR BRAKE CONTROL VALVE IN RIGHT WHEEL WELL. *S/D* DURING INSPECTION FOUND PIN HOLE LEAK AT THE BEND RADIUS. REPLACED SECTION OF TUBE ASSEMBLY.									
2913 CALA	37077 46981	DOUG DC1030				HYD PUMP 3508806	LEAKING NR 3 ENGINE	4456	1/24/98 CALA9800101
THE HYDRAULIC SYSTEM 3 ELEVATOR OFF LIGHT CAME ON JUST PRIOR TO LANDING AT LGW. THE ELEVATOR FEEL CHANNEL LIGHT CAME ON AFTER LANDING. THE AIRCRAFT HAD LOST FLUID FROM THE NR 3 HYDRAULIC SYSTEM. MAINTENANCE FOUND THE NR 3 ENGINE DRIVEN RIGHT HYDRAULIC PUMP HOUSING LEAKING. THE HYDRAULIC PUMP WAS REMOVED AND REPLACED. THE NR 3 HYDRAULIC SYSTEM WAS SERVICED. LEAK AND OPERATIONAL CHECKS WERE GOOD.									
2920 UALA	1837U 47969	DOUG DC1010	GE CF66D			HYD HOSE BACHGR023700N	LEAKING NR 1 AUX PMP		7/1/97 97UAL900526
RETURN TO BLOCKS ACCOUNT OF HYDRAULIC FLUID LEAKING FROM RIGHT MAIN WHEEL WELL. *S/D* NR 1 AUXILARY PUMP PRESSURE HOSE LEAKING. REPLACED HOSE ASSEMBLY.									
3213 UALA	1814U 46613	DOUG DC1010	GE CF66D			SLEEVE	LOOSE MLG		6/23/97 97UAL900483
ON REMOVAL OF NR 2 FORWARD TIRE ASSEMBLY, FOUND AXLE SLEEVE MIGRATED AND LOOSE. *S/D* ACCOMPLISHED SLEEVE MIGRATION CHECK PER MM 32-41-01. NO FURTHER DISCREPANCIES HAVE OCCURRED.									
3242 UALA	1857U 46986	DOUG DC1030	GE CF650C2			SEAL NAS1611123	DAMAGED BRAKE VALVE		6/13/97 97UAL900462
WHILE TAXIING, AFTER NORMAL LANDING BRAKES LOCKED UP. AFTER 15 MINUTES BRAKES RELEASED AND AIRCRAFT WAS TOWED TO GATE. *S/D* THE AIRCRAFT WAS TOWED WITH THE HYDRAULIC PRESSURE ON. REPLACED DUAL BRAKE CONTROL VALVE SEAL. BRAKE OPERATIONS CHECK NORMAL.									

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3320 UALA	1847U 48263	DOUG DC1010	GE CF66D			WIRE	FAILED CABIN		6/20/97 97UAL900486
STRONG BURNT WIRING SMELL AT DOOR 3L AND BY SEAT ROW 26AB.									
3350 UALA	1813U 46612	DOUG DC1010	GE CF66D			LIGHT	INOPERATIVE CABIN		7/12/97 97UAL900535
EEL EMERGENCY LIGHTS INOPERATIVE CROSS AISLE ROW 9CDEFG.									
3350 UALA	1814U 46613	DOUG DC1010	GE CF66D			CABLE 59193	INOPERABLE CABIN		6/10/97 97UAL900452
FLOOR EEL LIGHTS INOPERATIVE ROWS 17AB TO 20AB. *S/D* REPLACED LEAD CABLE, OPERATIONS CHECK NORMAL.									
3350 UALA	1831U 46630	DOUG DC1010	GE CF66D			LIGHT	INOPERATIVE CABIN		7/8/97 97UAL900523
EMERGENCY EEL LIGHT MID CABIN RIGHT SIDE JUST BEHIND DOOR 2R LIGHT OUT.									
3350 UALA	1838U 46632	DOUG DC1010	GE CF66D			CABLE	FAILED CABIN		7/22/97 97UAL900565
EEL STRIP DAMAGED IN FRONT OF SEAT 9HJ. FEEDER CABLE AND EEL LAMP REPLACED. OP CHECK OK.									
3350 UALA	1841U 46634	DOUG DC1010	GE CF66D			POWER SUPPLY	INOPERATIVE CABIN		7/6/97 97UAL900509
EMERGENCY LIGHTS FAIL TEST. REPLACED EMERGENCY LIGHT POWER SUPPLY, OPERATIONS CHECK NORMAL.									
3350 UALA	1849U 46939	DOUG DC1010	GE CF66D			LIGHT	BROKEN CABIN		6/13/97 97UAL900461
EEL LIGHT STRIP BROKEN ADJACENT TO SEAT 7B.									
3350 UALA	1849U 46939	DOUG DC1010	GE CF66D			LIGHT 362624	INOPERATIVE CABIN		6/11/97 97UAL900467
EEL STRIP BROKEN ADJACENT TO SEAT 7B. *S/D* REPLACED EEL LIGHT STRIP, OPERATIONS CHECK NORMAL.									
3350 AALA	164AA 46950	DOUG DC1030				LIGHT	DEFECTIVE CABIN		12/16/97 AALA972477
ORD - DURING OVERNIGHT CHECK, MID-GALLEY RIGHT SIDE EMERGENCY EXIT FLOOR LIGHT FOUND INOPERATIVE. REPLACED LIGHT STRIP AT MID-GALLEY RIGHT SIDE EMERGENCY EXIT. SYSTEM GROUND CHECKED, OPERATION NORMAL. (X)									
3350 UALA	1856U 46975	DOUG DC1030	GE CF650C2			LIGHTS	INOPERATIVE CABIN		6/20/97 97UAL900485
AFT CABIN EMERGENCY LIGHTS FAIL TEST.									
3520 SCNA	153SY 48276	DOUG DC1015				ENCODER	FAILED SEAT 8D		12/25/97 SCNA98001
DURING OXYGEN DROP FOR A SEAT REMOVAL OXYGEN PANEL AT 8D DID NOT DEPLOY. REMOVED AND REPLACED UNDERSEAT ENCODER AT SEAT 8D PERFORMED OXYGEN DROP AGAIN, OPS CHECKED GOOD.									

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3610 UALA	1841U 46634	DOUG DC1010	GE CF66D			CLAMP 34H40600	BROKEN NR 2 ENGINE		6/20/97 97UAL900487
AFTER TAKEOFF, NR 2 ENGINE PNEUMATIC MANIFOLD FAILURE LIGHT CAME ON. DURING TAKEOFF THE EGT ON NR 2 ENGINE WAS HIGH 925 WITH N1 REDUCED TO 100 PERCENT INDICATING A PNEUMATIC LEAK. *S/D* THE NUMBER 2 ENGINE BLEED DUCT CLAMP FAILED. THE DUCT BROKE LOOSE CAUSING THE MANIFOLD FAILURE LIGHT TO ILLUMINATE. REPLACED CLAMPS AND DUCT, REPAIRED DAMAGE TO SURROUNDING AREA.									
3610 NWAA	234NW 46912	DOUG DC1030	GE CF650C			DUCT 1555M23G02	CRACKED NR 1 ENGINE		1/19/98 9701271234
DURING TAKEOFF ROLL, THE NR 1 ENGINE FIRE WARNING ILLUMINATED. THE TAKEOFF WAS ABORTED AT 120 KNOTS AND THE AIRCRAFT RETURNED TO THE GATE. MAINTENANCE FOUND A 14TH STAGE BLEED AIR DUCT CRACKED. THE DUCT WAS REPLACED AND ENGINE RUN AT HIGH POWER WAS NORMAL.									
3610 NWAA	234NW 46912	DOUG DC1030	GE CF650C			DUCT 1555M77601	DAMAGED NR 1 ENGINE		1/18/98 9801221234
ON INITIAL CLIMB-OUT (BOM), THE NR 1 ENGINE FIRE WARNING LOOP A LIGHT ILLUMINATED. THREE MINUTES LATER THE NR 1 ENGINE FIRE WARNING LOOP B LIGHT ALSO ILLUMINATED. POWER WAS REDUCED TO 60 PERCENT ON THE NR 1 ENGINE AND BOTH INDICATIONS EXTINGUISHED. ALL OTHER ENGINE PARAMETERS WERE NORMAL. FUEL WAS DUMPED AND THE AIRCRAFT RETURNED TO BOM. MAINTENANCE INSPECTED THE ENGINE AND FOUND TWO COMPRESSOR BLEED DUCTS HAD BECOME SEPARATED AT A THREADED CONNECTION. ONE DUCT WAS REPLACED AND THE FOLLOW-UP ENGINE RUN AT FULL POWER WAS NORMAL. THE AIRCRAFT RETURNED TO SERVICE.									
4920 UALA	1842U 46635	DOUG DC1010	GE CF66D			O-RING	CUT SPEED SENSOR		7/10/97 97UAL900527
PUNGENT ODOR/SMOKE IN AIRCRAFT ON ENGINE PNEUMATICS AT HIGH ENGINE POWER. *S/D* FOUND APU SPEED SENSOR (MONOPOLE) O-RING CUT AND OIL LEAKING INTO THE COMPRESSOR AREA. REPLACED O-RINGS AND BURNED OUT PACKS. CHECKED OUT OK.									
5312 FDEA	051FE 47805	DOUG DC1010F				BULKHEAD STRIP	CRACKED BS 1156		1/20/98 98FDEA00044
RT SIDE OF Y 1156 PRESS BULKHEAD AT LONG 40 AREA HAS MANY BAD RIVETS AND THE ATTACHMENT STRIP IS PULLING AWAY FROM THE PANEL, CAUSING A PRESSURIZATION LEAK. THIS WAS AN AREA OF A PREVIOUS REPAIR. *S/D* REMOVED RIVETS AS REQUIRED. DRILLED HOLES TO FIRST OVERSIZE AND INSTALLED HI-LOKS PER SRM 51-00-01. REFER SNRM NR N00085.									
5530 CALA	14062 47863	DOUG DC1030				ANGLE	CRACKED VERT STAB		1/26/98 CALA9800107
INSPECTION FOUND A 1.2 INCH CRACK IN RT LOWER VERTICAL STABILIZER DRAG ANGLE AT FORWARD CENTER SPAR POSITION. THE ANGLE WAS REPAIRED IAW SRM 53-20-00, FIGURE 3.									
5531 FDEA	051FE 47805	DOUG DC1010F				SPAR	CRACKED VERT STAB		1/22/98 98FDEA00055
UPPER VERT STAB REAR SPAR HAS TWO CRACKS AT LT O/B HI-LOK HOLE, .75 INCH LONG GOING OUT OF THE HI-LOK HOLE AND A .625 INCH LONG GOING TANGENT WITH ANGLE RADIUS. CRACKED BASE ANGLE ON CONDITION II PER EO 8-5530-7-4303. REMOVED CRACKED ANGLE, INSTALLED NEW ANGLE PER EO 8-5530-7-4303.									
5720 AALA	162AA 46943	DOUG DC1010				TRAP PANEL	CORRODED BS 1441		11/26/97 AALA972528
TUL - THE INBOARD BARREL NUT HOLE FOR THE SIDE BRACE ATTACHMENT TO THE TRAPEZOIDAL PANEL IS CORRODED (IN THE TRAPEZOIDAL PANEL). HOLES REWORKED PER ESO 7349 DATED 12-11-97. FABRICATED AND INSTALLED BUSHING PER SRM 57-20-00. (X)									
7200 UALA	1834U 47966	DOUG DC1010	GE CF66D			ENGINE	MALFUNCTIONED NR 2 ENGINE		7/19/97 97UAL900564
NR 2 N1 WAS 10 PERCENT BELOW NR 1 N1 AND NR 3 N1 WITH THE THROTTLE AHEAD OF NR 1 AND NR 3. NR 2 N2 WAS SAME AS NR 1 N2 AND NR 3 N2. FUEL PRESSURE FOR NR 2 WAS FLUCTUATING BETWEEN 100 TO 120 PSI. RETURN TO SFO.									

***** DENOTES SIGNIFICANT OCCURRENCE

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7331 UALA	1816U 46615	DOUG DC1010	GE CF66D			INDICATOR	FAILED NR 3 ENG FUEL		7/5/97 97UAL900510
DURING TAKEOFF AT 80 KNOTS, ENGINE NUMBER 3 N1 AND FUEL FLOW INDICATIONS WERE ABNORMAL. ABORTED TAKEOFF AT 120 KNOTS.									
7830 UALA	1859U 47819	DOUG DC1030	GE CF650C2			REVERSER CF6RHFRAFI	DELAMINATED RIGHT	56741 7300	6/19/97 97UAL900484
ON WALK AROUND INSPECTION, FOUND DELAMINATION OF RIGHT HAND SIDE UPPER SIDEWALL ON THE FLOW SIDE OF THE RIGHT REVERSER AT 12:00 O'CLOCK POSITION MEASURING 12 BY 8 INCHES. *S/D* THE DELAMINATION WAS DUE TO MOISTURE INTRUSION THROUGH SEAM. AIRFLOW CAUSED A LARGER AREA TO PEEL BACK. THE REVERSER WAS REPLACED FOR SHOP REPAIR.									
2612 ZIAA	811TC 45883	DOUG DC8F55				CONNECTOR 4299100	SHORTED NR 3 FIRE LOOP		12/18/97 ZIAA97031
LRD - ON CLIMB-OUT, NR 3 ENGINE FIRE WARNING LIGHT CAME ON INTERMITTENTLY THREE TIMES. PROCEEDED TO SAT FOR UNSCHEDULED LANDING. INSPECTED NR 3 AND FOUND NO EVIDENCE OF FIRE. FOUND SHORTED FIRE, LOOP CONNECTOR ASSY. REPLACED CONNECTOR IAW DC-8 MM 26-11-01. SYSTEM CHECKED NORMAL ON GROUND. (M)									
2612 ZIAA	811TC 45883	DOUG DC8F55				WIRE HARNESS 3F100191	BROKEN NR 2 FIRE LOOP		12/18/97 ZIAA97032
LRD - ON TOP OF CLIMB, NR 2 ENGINE FIRE WARNING LIGHT CAME ON AND STAYED ON. DISCHARGED LEFT WING FIRE BOTTLES. PROCEEDED TO SAT FOR UNSCHEDULED LANDING. INSPECTED NR 2 ENGINE AND FOUND NO EVIDENCE OF FIRE. FOUND BROKEN WIRE SHORTED TO FIRE-LOOP. REPAIRED BROKEN WIRE IAW DC-8 MM 26-11-02. REPLACED LT WING FIRE BOTTLES. SYSTEM CHECKED NORMAL ON GROUND. (M)									
2710 DM4R		DOUG DC8*			5715841506	SUPPORT ASSY 5642920504	CRACKED AILERON CONTROL		1/9/98 98ZZZX311
INSPECTION FOUND THE AILERON CONTROL REVERSION ASSEMBLY HAS A CRACK ON BOTH SIDES OF THE SUPPORT ASSEMBLY.									
3230 ABXA	812AX 46126	DOUG DC863F			DOUG	CYLINDER 459734005505	DEFECTIVE LT MLG	4552	1/23/98 ABXA9800039
DURING CLIMBOUT, RED LANDING GEAR UNSAFE LIGHT ILLUMINATED. LEFT MAIN LANDING GEAR INDICATED UNLATCHED. RECYCLED LANDING GEAR, NO HELP. LANDING WAS UNEVENTFUL. REPLACED LEFT MAIN LANDING GEAR UPLATCH MECHANISM CYLINDER IAW DC8 MM 32-31-3, OPS CHECKED GOOD.									
3230 RRXA	811AL 46099	DOUG DC871				UPLATCH	LACK OF LUBE LANDING GEAR		1/20/98 RRXA98007
FAILED GEAR UPLATCH CHECK, ACCOMPLISHED QRH PROCEDURES, NO HELP. SOUNDS LIKE NOSE GEAR COMING OUT. FOUND NOSE GEAR UPLATCH AND LEFT GEAR UPLATCH STIFF. LUBED BOTH UPLATCHES. OPS CHECKS GOOD ON NUMEROUS RETRACTION CYCLES IAW MM 7-11-0 AND 32-30-0.									
3230 RRXA	791FT 46045	DOUG DC873F				BUSHING 5640389	CORROSION NLG DRAG BRACE		11/4/97 RRXA97306
DURING A MAINTENANCE VISIT, FOUND NLG DRAG BRACE RT UPPER ATTACH LUG BUSHING WAS PITTED. AFTER REMOVAL OF BUSHING, PITTING WAS FOUND ON THE ID OF THE BRACE ATTACH POINT. FINAL ID AFTER CORROSION REMOVAL IS 2.601, MAX. ALLOWABLE IS 2.577. *S/D* FABRICATED AND INSTALLED NEW BUSHING IAW FAA APPROVED DER TIMCO ENGINEERING SKETCH REO-03832 AND DAC ACTION 349656 AND DC-8 OHM 32-2-0 FIGURE 2.									
3350 ABXA	804AX 45987	DOUG DC862				BATTERY 5708458503	DISCHARGED CABIN		1/27/98 ABXA9800042
DURING PREFLIGHT, FOUND EMERGENCY LIGHTS INOPERATIVE. REPLACED EMERGENCY LIGHTS BATTERY PACK.									
3421 RRXA	994CF 45956	DOUG DC862				VERTICAL GYRO 258733511	MALFUNCTIONED NR 2		1/27/98 RRXA98008
ON APPROACH, F/O HORIZON WENT TO 6 DEG NOSE UP - HORIZON LIGHT ON - ON GO AROUND F/O SHOWED 15 DEG NOSE UP. CAPT 5 DEG NOSE UP. REMOVED AND REPLACED NR 2 VG AND NR 2 INSTRUMENT AMP FOR PRECAUTION. F/O HORIZON OPS CHECKS GOOD IAW DC-8 MM CHAP 34.									

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3440 ABXA	826AX 46061	DOUG DC863F				MFD 36143091006	MALFUNCTION COCKPIT	235	1/22/98 ABXA9800040
FAINT BURNING ODOR WAS REPORTED BY CREW DURING FLIGHT AND ON GROUND. PROBLEM WAS DETERMINED TO BE MULTI-FUNCTION DISPLAY (MFD). REPLACED DISPLAY UNIT IAW DC8 MM 34-20, OPS CHECKED GOOD.									
5210 IPXA	852UP 46052	DOUG DC873F				DOOR WEB	CRACKED BS 70		1/4/98 UPS98825558
INSPECTION TYPE-D, FWD MAIN ENTRY DOOR WEB AT FS 70 STR-17L IS CRACKED 2 PLCS. REMOVED, FABRICATED, AND INSTALLED REPLACEMENT WEB IAW SRM 51-1-21 AND DWG 5597646.									
5311 ABXA	811AX 46113	DOUG DC863F			DOUG	FRAME 2750825	CORRODED BS 1120		1/23/98 ABXA9800038
FRAME CORRODED BEYOND LIMITS AT STATION 1120, LONGERON 36. REPAIRED IAW ABX REA D853-21894MR AND DC8 SRM 53-2-0.									
5311 ABXA	811AX 46113	DOUG DC863F			DOUG	FRAME 2537716	CORRODED BS 1040		1/23/98 ABXA9800037
ZEE-FRAME AT STATION 1040 CORRODED BEYOND LIMITS. REPAIRED IAW ABX REA D853-0229 AND DC8 SRM 51-1-20.									
5311 RRXA	791FT 46045	DOUG DC873F				FRAME 564023519	CORRODED BS 1520		11/4/97 RRXA97303
DURING A MAINTENANCE VISIT, FOUND FRAME INNER FLANGE CORRODED BEYOND LIMITATIONS IAW DC-8 SRM AT STA 1520 AND LONGERON 21R. *S/D* REMOVED CORROSION FROM DAMAGED AREA IAW DC-8 SRM. FABRICATED AND INSTALLED REPAIR DOUBLER IAW FAA APPROVED DER TIMCO ENGINEERING SKETCH REO-03766 AND SRM 53-2-0.									
5313 IPXA	707UP 45907	DOUG DC871F	CFM56			STRINGER	CORRODED BS 70		1/19/98 UPS98825503
INSPECTION TYPE-B CK, CORROSION FOUND AT STR 30R BETWEEN STR 25 TO 35 DOME NUT ATTACH POINTS FOR EXTERNAL AIR COND DOOR GRND HOOK UP. EXPOSED STRINGER AREAS WITH CORROSION. BLENDED 5 AERAS OF CORROSION PERFORMED THICKNESS TEST PER QC THICKNESS TESTER CL304. REPAIRED PER EO DC8-5310-9989.									
5315 IPXA	852UP 46052	DOUG DC873F				FLOORBEAM	CORRODED BS 702		1/5/98 UPS98825533
INSPECTION TYPE-D, FLOORBEAM FS 702 RBL 40 UPPER AFT FLANGE EXFOLIATED. REPAIRED IAW DHC SK 852-198.									
5315 IPXA	852UP 46052	DOUG DC873F				FLOORBEAM	CORRODED BS 960		1/5/98 UPS98825560
INSPECTION TYPE-D, FLOORBEAM FS 960 LBL 60 FWD UPPER FLANGE EXFOLIATED. REPAIRED IAW DHC SK-852-159.									
5320 IPXA	852UP 46052	DOUG DC873F				CLIP	CORRODED BS 220		1/4/98 UPS98825513
INSPECTION TYPE-D, LONGERON 1 ATTACH CLIP CORRODED BEYOND LIMITS FS 220. REMOVED, FABRICATED, AND INSTALLED REPLACEMENT CLIP IAW SRM 51-1-21 AND DWG 2643619.									
5320 IPXA	852UP 46052	DOUG DC873F				DOUBLER	CORRODED BS 40		1/11/98 UPS98825544
INSPECTION TYPE-D, COCKPIT SUBFLOOR FINGER DOUBLER CORRODED FS -40 RBL 55. REMOVED, FABRICATED, AND INSTALLED REPLACEMENT DOUBLER IAW SRM 51-1-21 AND DWG 5612298.									
5320 IPXA	852UP 46052	DOUG DC873F				DOUBLER	CORRODED BS 8-70		1/9/98 UPS98825529
INSPECTION TYPE-D, INTERNAL DOUBLER AROUND A/C ACCESS CORRODED BEYOND LIMITS FS 8 TO 70 L-34R TO L-33R. REMOVED, FABRICATED, AND INSTALLED REPLACEMENT DOUBLER IAW SRM 51-1-21 AND DWG 5649028.									

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5320 IPXA	852UP 46052	DOUG DC873F				DOUBLER	CORRODED BS 8-70		12/29/97 UPS98825514
INSPECTION TYPE-D, FINGER DOUBLER CORRODED BEYOND LIMITS RT SIDE L-31R FS 8 TO FS 70. REMOVED, FABRICATED, AND INSTALLED REPLACEMENT DOUBLER IAW SRM 51-1-21 AND DWG 5613862.									
5320 IPXA	852UP 46052	DOUG DC873F				DOUBLER	CORRODED BS 200-220		1/13/98 UPS98825528
INSPECTION TYPE-D, DOUBLER AT FS 200 TO 220 LONG 28L EXFOLIATED OUT OF LIMITS (INTERNAL). REMOVED, FABRICATED, AND INSTALLED REPLACEMENT DOUBLER IAW SRM 51-1-21 AND DWG 5773863.									
5320 IPXA	852UP 46052	DOUG DC873F				FITTING 3755822502N	CRACKED BS 280		1/7/98 UPS98825532
INSPECTION TYPE-D, TORQUE BOX FITTING CRACKED AT FS 280 BETWEEN L-35L AND L-36. REMOVED AND REPLACED FITTING IAW SRM 53-2-0.									
5320 IPXA	852UP 46052	DOUG DC873F				SUPPORT	CORRODED BS1680		1/8/98 UPS98825504
INSPECTION TYPE-D, MAIN CABIN FLOOR BOARD SUPPORT CORROSION REMOVAL BEYOND ALLOWABLE LIMITS FS 1680 RBL 5 TO RBL 28. REMOVED, FABRICATED, AND INSTALLED REPLACEMENT SUPPORT IAW SRM 57-7-3 FIG 5A.									
5320 IPXA	852UP 46052	DOUG DC873F				DOUBLER	CORRODED BS 879-940		1/12/98 UPS98825505
INSPECTION TYPE-D, MAIN GEAR WHEEL WELL PRESSURE FLOOR UPPER SURFACE DOUBLERS CORRODED BEYOND LIMITS FS 879 TO 940 LBL 6 TO RBL 6. REMOVED, FABRICATED, AND INSTALLED REPLACEMENT DOUBLERS IAW SRM 51-1-21 AND DWG 5645332-123, 125, AND 127.									
5320 IPXA	852UP 46052	DOUG DC873F				DOUBLER	CORRODED BS 20		1/2/98 UPS98825506
INSPECTION TYPE-D, SEVERAL POPPED FASTENERS AND BULGING CORROSION UNDER FINGER DOUBLER AT LBL 24 FS -20 COCKPIT SUBFLOOR. REMOVED, FABRICATED, AND INSTALLED REPLACEMENT DOUBLER IAW SRM 53-3-1 AND DWG 5612298.									
5320 IPXA	852UP 46052	DOUG DC873F				WEB	CRACKED BS 260-280		12/28/97 UPS98825507
INSPECTION TYPE-D, HEAVY CORROSION AND CRACK IN FLOOR WEB LT CUSP AREA EXTENDING UNDER FLOOR SUPPORT FITTING FROM FS 260 TO 280. REPAIRED WEB IAW SRM ADDN DC8-5330-2159-B.									
5320 IPXA	852UP 46052	DOUG DC873F				FLOOR PAN	CORRODED BS 1740-1750		1/9/98 UPS98825547
INSPECTION TYPE-D, MAIN CABIN FLOOR PAN AT FS 1740 TO 1750 LBL 12 TO LBL 20 CORRODED BEYOND LIMITS. REMOVED, FABRICATED, AND INSTALLED REPLACEMENT IAW SRM 51-1-21 AND DWG 5755032.									
5320 IPXA	852UP 46052	DOUG DC873F				DOUBLER	CRACKED BS 450		1/3/98 UPS98825546
INSPECTION TYPE-D, FS 450 LONG 34L TO 34R FINGER DOUBLER CRACKED AND CORRODED. REMOVED, FABRICATED, AND INSTALLED REPLACEMENT DOUBLER IAW SRM 51-1-21 AND DWG 5755271.									
5330 IPXA	852UP 46052	DOUG DC873F				SKIN	CORRODED BS 190-450		1/3/98 UPS98825530
INSPECTION TYPE-D, FUSELAGE SKIN CORRODED BEYOND LIMITS AND INTERNAL DOUBLERS CORRODED BEYOND LIMITS. REMOVED, FABRICATED, AND INSTALLED REPLACEMENT DOUBLERS IAW SRM 51-1-21 AND DWG 9755878-1 AND 9754011-505. REMOVED AND REPLACED SKIN IAW SRM 51-1-20D AND 51-1-21.									

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5330 IPXA	852UP 46052	DOUG DC873F				SKIN	CRACK PAX DOORWAY		1/2/98 UPS98825559
INSPECTION TYPE-D, CRACK IN SKIN FWD LOWER CORNER OF AFT ENTRY DOOR. REPAIRED IAW UPS EO DC8-5330-9985-A.									
5330 IPXA	852UP 46052	DOUG DC873F				SKIN	CRACKED GALLEY DOORWAY		12/26/97 UPS98825548
INSPECTION TYPE-D, SKIN CRACKED IN UPPER FWD CORNER OF FWD GALLEY DOOR. FABRICATED AND INSTALLED REPAIR DOUBLER AND TRIPLER IAW SRM 53-2-0, 51-1-21, AND 51-1-20D.									
5347 IPXA	852UP 46052	DOUG DC873F				SEAT TRACK	CORRODED BS 808-870		1/15/98 UPS98825537
INSPECTION TYPE-D, SEAT TRACK EXFOLIATED FS 808 AND 870 LBL 45. REMOVED, FABRICATED, AND INSTALLED REPLACEMENT SECTION OF TRACK IAW SRM 53-2-3.									
5347 IPXA	852UP 46052	DOUG DC873F				SEAT TRACK	CORRODED BS 370		12/29/97 UPS98825512
INSPECTION TYPE-D, SEAT TRACK CORRODED AT FS 370 ABOVE LONG 33R LWR FWD CARGO PIT. REMOVED, FABRICATED AND INSTALLED REPLACEMENT SECTION OF TRACK FROM FS 320 TO 520 IAW SRM 51-3-0, 53-2-5, AND DWG 5759623.									
5347 IPXA	852UP 46052	DOUG DC873F				SEAT TRACK	CORRODED BS 808-870		1/5/98 UPS98825535
INSPECTION TYPE-D, SEAT TRACK EXFOLIATED FS 808 LBL 22.5 AND AT FS 870. REMOVED, FABRICATED, AND INSTALLED REPLACEMENT SECTION IAW SRM 53-2-3.									
5347 IPXA	852UP 46052	DOUG DC873F				SEAT TRACK	CORRODED BS 902		1/13/98 UPS98825515
INSPECTION TYPE-D, SEAT TRACK CORROSION REMOVAL BEYOND LIMITS FS 902 LBL 60. REMOVED, FABRICATED, AND INSTALLED REPLACEMENT SECTION IAW SRM 53-7-3.									
5347 IPXA	852UP 46052	DOUG DC873F				SEAT TRACK	CORRODED BS 781-798		1/14/98 UPS98825582
INSPECTION TYPE-D, SEAT TRACK CORRODED BEYOND LIMITS AT FS 781 AND 798. REMOVED, FABRICATED, AND INSTALLED REPLACEMENT SECTION OF TRACK IAW SRM 53-7-2, 53-2-3, AND 51-1-21.									
5511 IPXA	852UP 46052	DOUG DC873F				SPAR CAP 5654549501	CRACKED HORIZ STAB		1/6/98 UPS98825534
INSPECTION TYPE-D, LT HORIZ STAB ATTACH ANGLE INSIDE AUX SPAR AREA CRACKED. REMOVED AND REPLACED ANGLE IAW SRM 51-1-20 AND 51-1-21.									
5712 IPXA	852UP 46052	DOUG DC873F				RIB	CRACKED WS I6.225		12/27/97 UPS98825509
INSPECTION TYPE-D, LT WING L/E RIB AT STA XOLDI 6.225 (ABOVE THE PNEU DUCT) IS CRACKED. THE CRACK IS OVER 2 INCHES LONG. REPAIRED IAW SRM 57-2-0.									
5712 IPXA	852UP 46052	DOUG DC873F				RIB	CRACKED WS 697.5		12/29/97 UPS98825508
INSPECTION TYPE-D, RT WING L/E RIB UPPER ARM CRACKED BY AFT FASTENER XSF 697.500. REPAIRED IAW SRM 53-2-0.									
5720 IPXA	852UP 46052	DOUG DC873F				CLIP	CRACKED WS I6.225		12/29/97 UPS98825510
INSPECTION TYPE-D, RT WING L/E CLIP CRACKED AT STA XOLDI 6.225 (ABOVE PNEUMATIC DUCT). REMOVED, FABRICATED, AND INSTALLED REPLACEMENT CLIP IAW DWG 5769589 AND SRM 51-1-29D.									

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5720 IPXA	852UP 46052	DOUG DC873F				ANGLE	CRACKED WS I6.225		12/29/97 UPS98825527
INSPECTION TYPE-D, RT WING L/E RIB LWR SUPPORT ANGLE CRACKED BY AFT FASTENER AT STA XOLDI 6.225. REPAIRED IAW SRM 57-2-0.									
5730 RRXA	791FT 46045	DOUG DC873F				SKIN 57583826	CORROSION WS 25.7		11/4/97 RRXA97289
DURING A MAINTENANCE VISIT, FOUND SKIN ON UPPER RIGHT WING CORROSION DAMAGE BEYOND LIMITATIONS IAW DC-8 SRM AT XR 25.7555. *S/D* REMOVED CORROSION DAMAGE AT WING ROOT AND ABOVE CENTER SPAR IAW DC-8 SRM 51-1-8. FABRICATED AND INSTALLED REPAIR DOUBLER IAW FAA APPROVED DER TIMCO ENGINEERING SKETCH REO-03695.									
7230 TC8A	184SK 45981	DOUG DC861F	PWA JT3D3B			COMPRESSOR	STALLED NR 2 ENGINE		1/21/98 TC8A98002
NR 2 ENGINE COMPRESSOR STALLED ON TAKEOFF, ABORTED TAKEOFF. INSPECTED ENGINE IAW 72-00, PERFORM GROUND RUN IAW TCA MIP VOL 2, OPS CHECK NORMAL, NO STALLS NOTED.									
7931 ABXA	828AX 45999	DOUG DC863F				INDICATOR M057281	DEFECTIVE NR 3 ENGINE	371	1/25/98 ABXA9800041
NR 3 ENGINE OIL PRESSURE FLUCTUATED BETWEEN 36 AND 45 PSI. SHUT DOWN NR 3 IAW DC8 ENGINE SECURING CHECKLIST. REPLACED NR 3 ENGINE OIL PRESSURE INDICATOR IAW DC8 MM 79-32-0, OPS CHECKED NORMAL.									
2121 AALA	241AA 49254	DOUG DC982				FAN	DEFECTIVE ACM BAY		12/18/97 AALA972491
BOS - FLT 1341 - DURING CLIMB-OUT ABOUT 15 MINUTES AFTER TAKEOFF, BOS CREW NOTED STRONG ELECTRICAL ODOR THROUGHOUT AIRCRAFT. AIR INTERRUPTED AND RETURNED TO BOS. LANDED WITHOUT INCIDENT. REPLACED FAN AND P1-1300 AND R5-1300 CONNECTOR. REPLACED BOTH PACK COALESCER BAGS. OPERATED AIR CONDITIONING SYSTEM PER MM. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
2150 TWAA	955U 49427	DOUG DC982				PACK	OVERHEATED RIGHT		12/27/97 TWAA9715202
SNA - FLT 176 - DURING PRE-FLIGHT, THE RT PACK OVERHEATED SENDING WHITE SMOKE INTO THE CABIN. CLEARED SMOKE AND CLEANED SENSOR. MFG NR B7110. CK-C 2D 2-3-97 MCI. (X)									
2150 AALA	14551 53033	DOUG DC982				ACM 20495061	DEFECTIVE RT ACM BAY		12/15/97 AALA972413
DFW - FLT 1935 - AFTER TAKEOFF DFW, CREW REPORTED STRONG ACRID SMELL AND SMOKE IN REAR OF CABIN. AIRCRAFT RETURNED TO DFW AND LANDED OVERWEIGHT WITHOUT INCIDENT. REPLACED RIGHT HAND AIR CYCLE MACHINE AND BOTH COALESCER BAGS. ACCOMPLISHED OVERWEIGHT LANDING INSPECTION WITH NO DEFECTS FOUND. PERFORMED PACK BURN-OUT PROCEDURE. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
2170 AALA	438AA 49456	DOUG DC983				COALESCER 21D101	CONTAMINATED CABIN		12/12/97 AALA972407
SAN - FLT 1179 - EN ROUTE ORD/SAN DURING CRUISE, CREW NOTED BURNING SMELL IN CABIN. AIRCRAFT PROCEEDED TO LAND SAN WITHOUT INCIDENT. REPLACED RIGHT AIR CYCLE MACHINE COALESCER BAG. ACCOMPLISHED PACK BURN-OUT PROCEDURE. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
2421 USAA	824US 49143	DOUG DC982				GENERATOR 976J2526	FAILED RT ENGINE		1/4/98 USAAD98003
CLT - FL 1754 - CLIMBING THROUGH 12,000 FEET, THE LEFT GENERATOR BECAME INOPERATIVE. THE APU WAS ON MEL. THE AIRCRAFT RETURNED TO THE FIELD WITHOUT INCIDENT. MAINTENANCE REPLACED THE LEFT GENERATOR AND THE APU GENERATOR CONTROL UNIT. THE SYSTEMS THEN OPERATED NORMALLY. REF: OPERATOR CONTROL NR 98ZZX378. (X)									

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2424 USAA	824US 49143	DOUG DC982				GCU 947F9453	FAILED RT ENGINE		1/4/98 98ZZZX378
CLT - FL 1754 - CLIMBING THROUGH 12,000 FEET, THE LEFT GENERATOR BECAME INOPERATIVE. THE APU WAS ON MEL. THE AIRCRAFT RETURNED TO THE FIELD WITHOUT INCIDENT. MAINTENANCE REPLACED THE LEFT GENERATOR AND THE APU GENERATOR CONTROL UNIT. THE SYSTEMS THEN OPERATED NORMALLY. REF: OPERATOR CONTROL NR USAAD98003.									
2560 GTIA	934ML 47526	DOUG DC931				SLIDE	FELL OFF GALLEY DOOR		1/12/98 GTIA9800005
DTW - FLT 636 - GALLEY SERVICE DOOR SLIDE KEEPS FALLING OFF. RE-INSTALLED GALLEY SERVICE DOOR SLIDE IAW DC-9 MM 25-62-0. OPS CHECK GOOD. RII INSPECTION PERFORMED. (X)									
2560 MWEA	302ME 47102	DOUG DC932				SLIDE COVER 591769037	FELL OFF GALLEY DOOR		1/27/98 MWEA98100
THE GALLEY SLIDE COVER FELL OFF. MTC REINSTALLED GALLEY SLIDE COVER.									
2560 GTIA	17535 47111	DOUG DC932				SLIDE	FELL OFF GALLEY DOOR		12/15/97 GTIA9700413
DTW - FLT 841 - DURING DAILY INSPECTION, FOUND GALLEY DOOR EMERGENCY SLIDE HAD FALLEN OFF. INSTALLED GALLEY DOOR EMERGENCY SLIDE IAW DC9 MM 25-62-0. RII INSPECTION PERFORMED. (M)									
2560 AALA	233AA 49180	DOUG DC982			AIRCRAFTS	GIRT BAR D198401	DEFECTIVE PASSENGER DOOR		12/21/97 AALA972497
ORD - DURING OVERNIGHT CHECK, FOUND LEFT HAND FORWARD ENTRY DOOR SLIDE WOULD NOT ARM. REPLACED LEFT HAND FORWARD ENTRY DOOR SLIDE GIRT BAR. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
2565 NWAA	9338 47347	DOUG DC931				SLIDE 13317	LOW PRESSURE PAX DOOR	37864 3033	1/22/98 9801369974
DURING LINE MAINTENANCE INSPECTION, FOUND MAIN CABIN DOOR EVACUATION SLIDE BOTTLE LOW ON PRESSURE. REPLACED SLIDE.									
2565 NWAA	931MC 48057	DOUG DC982				SLIDE 100503119	LOW PRESSURE TAIL CONE	17272 3853	1/22/98 9801349304
DURING LINE MAINTENANCE INSPECTION, FOUND TAIL COMPARTMENT EVACUATION SLIDE BOTTLE PRESSURE LOW. REPLACED SLIDE.									
2612 GAIA	112PS 47013	DOUG DC915F				FIRE WARNING	ILLUMINATED NR 2 ENGINE		1/5/98 GAIA9801
KHA - FLT 112 - YIP TO YIP. WHILE IN CRUISE, THE NR 2 ENGINE A-LOOP LIGHT ILLUMINATED. THE FLIGHT CREW PERFORMED FIRE CHECK, ALL NORMAL. DURING TAXI, BOTH LOOPS TESTED NORMAL. INSPECTION PERFORMED FIRE WARNING TEST PER DC-9 MM. ALL TESTS OK. THE AIRCRAFT WAS RETURNED TO SERVICE. (X)									
2620 EIAA	944F 47194	DOUG DC933F				FIRE BOTTLE	FAILED NR 2 ENGINE		12/23/97 EIAA970220
DEN - LOG PAGE: E01091 - NR 2 FIRE BOTTLE FAILED TO DISCHARGE ON NR 2 ENGINE WHEN ATTEMPTED BY COCKPIT CREW. NR 2 ENGINE WAS IN PROCESS OF BEING STARTED ON GROUND, AND HAD FLAMES EMANATING FROM INTAKE AND EXHAUST. (X)									
2820 CALA	18544 47219	DOUG DC932				VENT BOX	LEAKING LT WING TIP		1/26/98 CALA9800108
THE CREW OBSERVED FUEL LEAKING FROM LT WING OUTBOARD OF AILERON WHILE EN ROUTE. THE AIRCRAFT WAS RETURNED TO CLE WHERE IT LANDED WITHOUT INCIDENT. MAINTENANCE FOUND FUEL LEAKING AT LT WING TIP ON FORWARD SPAR BY VENT BOX. THE VENT BOX AND AREA WERE RESEALED IAW SRM 51-23-00. LEAK CHECKS WERE GOOD.									
2820 TWAA	906TW 49160	DOUG DC982				VALVE	NOT SECURED FUEL SYSTEM		12/28/97 TWAA9715203
IND - FLT 468 - DURING CRUISE, FUEL TRANSFERRED TO THE RT HAND FUEL TANK. CLOSED THE DE-FUEL VALVE AND SECURED THE ACCESS DOOR. (X)									

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2910 CALA	18563 47487	DOUG DC931				HYD LINE 7912641554	RUPTURED NR 1 ENG TR		1/19/98 CALA9800089
AIRCRAFT LOST THE LEFT SYSTEM HYDRAULIC QUANTITY DURING CLIMB-OUT OF IAH. THE AIRCRAFT WAS RETURNED TO IAH WHERE IT LANDED WITHOUT INCIDENT. MAINTENANCE FOUND THE NR 1 ENGINE THRUST REVERSER CONTROL VALVE HYDRAULIC LINE RUPTURED. THE HYDRAULIC LINE WAS REPAIRED. LEAK AND OPERATIONAL CHECKS WERE GOOD.									
3040 MWEA	900ME 45841	DOUG DC915				DE-ICE SYST	MISWIRED LT WINDSHIELD		1/26/98 MWEA98101
CAPTAINS WINDSHIELD DEVELOPED ICE ON IT IMPAIRING VISIBILITY. MTC SWAPPED WIRES AT THE WINDSHIELD TEMP SENSOR AND RESET THE TRIPPED CIRCUIT BREAKER.									
3211 EIAA	915F 47061	DOUG DC915F				FITTING 5919289510	CORRODED LT/RT MLG	52370	9/29/97 EIAA97224
DURING C-CHECK INSPECTION, DISCOVERED CORRODED FASTENER HOLES, LEFT AND RIGHT MAIN LANDING GEAR FITTINGS, LOWER SKIN, AND LOWER DOUBLERS. REPAIRED BY OVERSIZING HOLES TO REMOVE CORROSION FINISH IAW EVERGREEN INTERNATIONAL AIRLINES ECRA 915-57-023-2. (X)									
3222 NWAA	768NC 47729	DOUG DC951				STRUT	REQUIRED SERVICE NLG		1/24/98 9801429859
AFTER TAKEOFF, GROUND SHIFT FAILED TO SHIFT FROM GROUND MODE TO FLIGHT MODE. AIRCRAFT RETURNED TO MEM AND LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE SERVICED NOSE STRUT, OPERATIONAL CHECK OK.									
3222 AALA	289AA 49301	DOUG DC982				STRUT	REQUIRED SERVICE NLG		1/3/98 AALA980011
DFW - FLT 0862 - AFTER TAKEOFF DFW, RED NOSE GEAR INDICATOR ILLUMINATED. RECYCLED LANDING GEAR WITH SAME RESULTS. EXTENDED LANDING GEAR AND ALL INDICATIONS RETURNED TO NORMAL. AIRCRAFT RETURNED TO DFW AND LANDED WITHOUT INCIDENT. AIRCRAFT WAS NOT OVERWEIGHT. PERFORMED COMPLETE SERVICE OF NOSE GEAR STRUT. CYCLED GEAR SEVERAL TIMES, BUT UNABLE TO DUPLICATE AT THIS TIME. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3222 AALA	587AA 53250	DOUG DC982				STRUT PISTON 5920629513	DEFECTIVE NLG		1/2/98 AALA980009
DFW - FLT 0607 - DURING TAKEOFF, UNABLE TO RETRACT NOSE GEAR. AIRCRAFT RETURNED TO DFW AND LANDED WITHOUT INCIDENT. AIRCRAFT WAS NOT OVERWEIGHT. REPLACED NOSE GEAR STRUT PISTON. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3230 NWAA	401EA 47682	DOUG DC951				UPLATCH	NOT SECURED LT MLG		1/21/98 9801339885
LEFT MAIN LANDING GEAR UNSAFE LIGHT REMAINED ON AFTER GAR RETRACTION. FLIGHT WAS RETURNED TO DTW AND LANDED WITHOUT INCIDENT. MAINTENANCE FOUND LEVER ON LEFT MAIN GEAR UPLATCH NOT SECURE. SECURED LEVER. OPERATIONAL CHECK NORMAL. AIRCRAFT RETURNED TO SERVICE.									
3260 USAA	828US 48028	DOUG DC981				TARGET	OUT OF ADJUST RT MLG		12/28/97 USAAD97241
CLT - THE RIGHT RED GEAR INDICATION LIGHT REMAINED ON AFTER TAKEOFF. RECYCLED THE GEAR ONCE AND THE LIGHTS OPERATED NORMALLY. MAINTENANCE SHIMMED THE RIGHT MAIN GEAR UP TARGET TO REACH THE PROPER DIMENSION. SWUNG GEAR, ALL CHECKED NORMAL. (X)									
3260 CALA	14814 49112	DOUG DC982				WIRE	BROKEN NLG		1/24/98 CALA9800100
THE NLG INDICATED RED UNSAFE WHEN GEAR WAS EXTENDED, BUT THE COCKPIT INDICATOR PIN SHOWED DOWN AND LOCKED ON APPROACH TO EWR. A GO-AROUND WAS PERFORMED AND THE AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENANCE FOUND A BROKEN WIRE ON NLG DOWNLOCK SENSOR. THE WIRE WAS SPLICED. A GEAR SWING WAS PERFORMED IAW MM 32-31-00 WITH OPERATION AND INDICATIONS CHECKING GOOD.									
3260 AALA	236AA 49251	DOUG DC982			ELDEC	SENSOR 833703	DEFECTIVE NLG		1/5/98 AALA980031
DFW - DURING OVERNIGHT CHECK, NOSE LANDING GEAR GREEN LIGHT WOULD NOT ILLUMINATE WITH HANDLE DOWN. REPLACED NLG UPLOCK SENSOR. ACCOMPLISHED NLG RETRACTION CHECK WITH NO DEFECTS FOUND. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									

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3260 AALA	249AA 49269	DOUG DC982			ELDEC	SENSOR 833703	DEFECTIVE NLG		1/6/98 AALA980032
DFW - FLT 0405 - AFTER TAKEOFF BDL, NOSE LANDING GEAR RED LIGHT ILLUMINATED FOR APPROXIMATELY FIVE MINUTES AND THEN EXTINGUISHED WITH NO OTHER ABNORMAL INDICATIONS. AIRCRAFT PROCEEDED TO DFW AND LANDED WITHOUT INCIDENT. REPLACED NLG UPLOCK SENSOR. ACCOMPLISHED NLG RETRACTION CHECK WITH NO DEFECTS FOUND. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3260 AALA	442AA 49468	DOUG DC982			ELDEC	SENSOR 5543151	DEFECTIVE NLG		12/20/97 AALA972498
DFW - FLT 0291 - ABOUT 1 HOUR AFTER TAKEOFF CLT EN ROUTE TO DFW WHILE IN CRUISE FLIGHT, THE RED NOSE GEAR LIGHT ILLUMINATED. NO OTHER LIGHTS FOR THE GEAR OR DOORS WERE ILLUMINATED. CONSOLE NOSE GEAR PIN WAS IN THE PROPER UP AND LOCKED POSITION. ACCOMPLISHED ABNORMAL PROCEDURES, HYDRAULIC PUMPS WERE RESET TO HIGH, AUXILIARY AND TRANSFER PUMPS TO ON. RED NOSE GEAR LIGHT REMAINED ON UNTIL AIRCRAFT BEGAN DESCENT. LANDED DFW WITHOUT INCIDENT. REPLACED SENSOR D1-32 FOR NOSE GEAR LOCK. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3260 AALA	442AA 49468	DOUG DC982			LEACH	SENSOR 92743642	DEFECTIVE NLG		12/19/97 AALA972499
DFW - FLT 0392 - ON CLIMB-OUT RNO, NOSE GEAR RED LIGHT STAYED ON FOR APPROXIMATELY 5 MINUTES. NOSE LANDING GEAR INDICATOR ON CONSOLE WAS RETRACTED. NO UNUSUAL WIND NOISE, GEAR DOOR LIGHT EXTINGUISHED AND OPERATED NORMALLY THEREAFTER. REPLACED R2-262 AND S1-412. PERFORMED GEARS OPERATIONS CHECK, SWUNG LANDING GEAR SEVERAL TIMES. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3260 AALA	443AA 49469	DOUG DC982			ELDEC	SENSOR 833703	DEFECTIVE NLG		1/4/98 AALA980014
ORD - FLT 0204 - AFTER TAKEOFF MIA, GEAR WARNING LIGHTS ILLUMINATED. AFTER REACHING CRUISE ALTITUDE AND THROTTLES RETARDED, LIGHTS EXTINGUISHED. PROCEEDED TO ORD AND LANDED WITHOUT INCIDENT. REPLACED PROXIMITY SWITCH CONTROL. ACCOMPLISHED GEAR RETRACTION CHECK WITH NO DEFECTS FOUND. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3260 AALA	577AA 53154	DOUG DC982			ELDEC	SENSOR 5543151	DEFECTIVE NLG		12/23/97 AALA972502
DFW - FLT 0641 - EN ROUTE EWR/DFW, RED NOSE GEAR LIGHT ILLUMINATED IN CLIMB PASSING 18,000 FEET. ACCOMPLISHED ABNORMAL PROCEDURES WITH NO EFFECT. LIGHT EXTINGUISHED 15 MINUTES LATER AT 28,000 FEET. LANDED DFW WITHOUT INCIDENT. REPLACED UP/DOWNLOCK SENSOR ON NOSE GEAR. ACCOMPLISHED GEAR SWING. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3260 CALA	938MC 49525	DOUG DC983				CONNECTOR	LOOSE NLG SENSOR		1/21/98 CALA9800088
WHEN GEAR WAS EXTENDED ON FINAL APPROACH TO IAH, THE NOSE GEAR RED UNSAFE LIGHT REMAINED ILLUMINATED AND THE GEAR WARNING HORN SOUNDED ABOUT FIVE SECONDS LATER. THE GEAR WAS CYCLED AND THE GREEN NOSE GEAR LIGHT ILLUMINATED AND THE WARNING HORN STOPPED 15 SECONDS LATER. THE AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENANCE FOUND THE NLG DOWNLOCK SENSOR CANNON PLUG LOOSE. THE CANNON PLUG WAS SECURED. A SIMULATED GEAR SWING WAS PERFORMED AND ALL INDICATIONS CHECKED NORMAL.									
3320 CALA	93875 49125	DOUG DC982				BALLAST 03980	INOPERATIVE CABIN		1/24/98 CALA9800103
AN ELECTRICAL ODOR WAS REPORTED IN MAIN CABIN IN THE VICINITY OF ROW 15 WHILE AIRCRAFT WAS ON THE GROUND IN TPA. MAINTENANCE FOUND BALLAST FOR OVERHEAD LIGHTS AT ROW 15 AT FAULT. THE BALLAST WAS REPLACED AND OPERATION CHECKED GOOD.									
3350 NWAA	3310L 45705	DOUG DC914				BATTERY PACK	DISCHARGED CABIN		1/24/98 9801459178
DURING MAINTENANCE INSPECTION, FOUND LEFT OVERWING EMERGENCY LIGHTS INOPERATIVE. REPLACED BATTERY PACK, OPERATIONAL CHECK NORMAL.									
3350 MWEA	600ME 45725	DOUG DC914				BATTERY PACK 6011777	DEFECTIVE LT NACELLE		1/5/98 MWEA98078
DURING TRANSIT CHECK, FOUND LT NACELLE EMERGENCY BATTERY PACK INOP. MTC REMOVED AND REPLACED LT EMERGENCY BATTERY POWER SUPPLY.									

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3350 MWEA	600ME 45725	DOUG DC914				BATTERY PACK 100865	DISCHARGED CABIN	1/25/98	MWEA98079
DURING TRANSIT CHECK, FOUND AFT EMERGENCY TRACK LIGHTING INOP. MTC REMOVED AND REPLACED BATTERY PACK AND SEVERAL LIGHT SOCKETS IN AFT ACCESSORY CAT WALK HARNESS.									
3350 NWAA	92S 47064	DOUG DC915				BATTERY PACK	DISCHARGED CABIN	1/25/98	9801489102
DURING MAINTENANCE INSPECTION, FOUND EMERGENCY FLOOR PROXIMITY LIGHTS INOPERATIVE. REPLACED BATTERY PACK, OPERATIONAL CHECK OK.									
3350 NWAA	92S 47064	DOUG DC915				BATTERY PACK	DISCHARGED CABIN	1/23/98	9801449102
DURING MAINTENANCE INSPECTION, FOUND EMERGENCY FLOOR PROXIMITY LIGHTS INOPERATIVE. REPLACED BATTERY PACK, OPERATIONAL CHECK NORMAL.									
3350 NWAA	89S 47042	DOUG DC931				BATTERIES	DISCHARGED CABIN	1/21/98	9801299930
DURING LINE MAINTENANCE INSPECTION, FOUND AFT CABIN EMERGENCY LIGHTS INOPERATIVE. REPLACED BATTERIES. OPERATIONAL CHECK NORMAL.									
3350 NWAA	953N 47083	DOUG DC931				POWER SUPPLY	DISCHARGED CABIN	1/23/98	9801529903
DURING LINE MAINTENANCE INSPECTION, FOUND AFT EMERGENCY ESCAPE PATH LIGHTS INOPERATIVE. REPLACED POWER SUPPLY, OPERATIONAL CHECK NORMAL.									
3350 NWAA	8944E 47167	DOUG DC931				FUSE	BLOWN CABIN	1/21/98	9801289988
DURING LINE MAINTENANCE INSPECTION, FOUND EMERGENCY LIGHTS BETWEEN ROWS 14 THROUGH 17 INOPERATIVE. REPLACED BLOWN FUSE. OPERATIONAL CHECK NORMAL.									
3350 NWAA	8945E 47181	DOUG DC931				POWER SUPPLY	DISCHARGED TAIL CONE	1/25/98	9801539989
DURING LINE MAINTENANCE INSPECTION, FOUND TAIL CONE CATWALK EMERGENCY LIGHTS INOPERATIVE. REPLACED POWER SUPPLY, OPERATIONAL CHECK NORMAL.									
3350 NWAA	958N 47254	DOUG DC931				BATTERY PACK	DISCHARGED CABIN	1/24/98	9801509908
DURING LINE MAINTENANCE INSPECTION, FOUND LEFT AFT OVERWING EMERGENCY EXIT LIGHT INOPERATIVE. REPLACED BATTERY PACK, OPERATIONAL CHECK NORMAL.									
3350 NWAA	958N 47254	DOUG DC931				BATTERY PACK 6011779	DISCHARGED CABIN	1/24/98	9801519908
DURING LINE MAINTENANCE INSPECTION, FOUND LEFT NACELLE EMERGENCY LIGHT INOPERATIVE. REPLACED BATTERY PACK, OPERATIONAL CHECK NORMAL.									
3350 GTIA	969ML 47268	DOUG DC931				CONNECTOR	LOOSE CABIN	1/12/98	GTIA9800007
DTW - FLT 620 - CABIN EMERGENCY FLOOR LIGHTS HAVE SEVERAL BULBS OUT. RE-SECURED CANNON PLUG AT FORWARD BATTERY PACK. EMERGENCY LIGHTING (CABIN). OPS CHECK NORMAL PER DC-9 MM 33-53-0. (X)									
3350 GTIA	928ML 47326	DOUG DC931				LIGHT P2070001201	INOPERATIVE CABIN	12/8/97	GTIA9700411
DTW - ON DAILY CHECK, FOUND FWD PORTABLE E LIGHT AT AFT F/A STATION INOP. REMOVED AND REPLACED AFT F/A STATION FWD E LIGHT. INSTALLATION CHECKS GOOD IAW DC-9 MM 33-53-0. (M)									

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3350 GTIA	928ML 47326	DOUG DC931				LIGHT P207001101	INOPERATIVE CABIN		11/26/97 GTIA9700412
	FLT 411 - FLL - REAR CABIN FWD EMERGENCY FLASHLIGHT SAFETY WIRE BROKEN AND APPEARS INOPERATIVE. REMOVED AND REPLACED EMERGENCY FLASHLIGHT. OPS CHECK GOOD IAW MM REF 2550. (M)								
3350 NWAA	964N 47416	DOUG DC931				FUSE	BLOWN CABIN		1/21/98 9801319914
	DURING LINE MAINTENANCE INSPECTION, FOUND FORWARD OVERWING EMERGENCY EXIT DOOR SIGN LIGHT INOPERATIVE. REPLACED FUSE. OPERATIONAL CHECK NORMAL.								
3350 USAA	927VJ 48154	DOUG DC931				POWER SUPPLY 110049	FAILED CABIN		12/13/97 USAAD97233
	CMH - AFT FLOOR TRACK EMERGENCY LIGHTING IS PARTIALLY INOPERATIVE AND PARTIALLY DIM. MAINTENANCE REPAIRED THE EMERGENCY FLOOR TRACK WIRING AND REPLACED THE POWER SUPPLY AND BATTERY PACK. (M)								
3350 USAA	927VJ 48154	DOUG DC931				BATTERY PACK AD20131A	DISCHARGED CABIN		12/13/97 98ZZM110
	CMH - AFT FLOOR TRACK EMERGENCY LIGHTING IS PARTIALLY INOPERATIVE AND PARTIALLY DIM. MAINTENANCE REPAIRED THE EMERGENCY FLOOR TRACK WIRING AND REPLACED THE POWER SUPPLY AND BATTERY PACK. (M)								
3350 NWAA	984US 47383	DOUG DC932				BATTERY PACK	DISCHARGED CABIN		1/26/98 9801589884
	DURING INSPECTION, THE EMERGENCY FLASHLIGHT AT LOCATION 1L WAS FOUND TO BE INOPERATIVE. MAINTENANCE REPLACED BATTERIES, OPERATIONAL CHECK OK.								
3350 NWAA	949N 47566	DOUG DC932				WIRING	BROKEN CABIN		1/20/98 9801309916
	DURING LINE MAINTENANCE INSPECTION, FOUND EMERGENCY LIGHTS FOR CATWALK AND DOOR RELEASE HANDLE INOPERATIVE. MAINTENANCE ACCOMPLISHED INTERIM REPAIR TO WIRING. AIRCRAFT RETURNED TO SERVICE.								
3350 NWAA	967N 47573	DOUG DC932				BATTERIES	DISCHARGED CABIN		1/24/98 9801499917
	DURING LINE MAINTENANCE INSPECTION, FOUND OVERHEAD EMERGENCY LIGHTS BETWEEN ROWS 5 THRU 9 INOPERATIVE. REPLACED BATTERIES, OPERATIONAL CHECK NORMAL.								
3350 NWAA	752NW 47116	DOUG DC941				BATTERY PACK	DISCHARGED CABIN		1/26/98 9801569752
	DURING INSPECTION, THE OVERHEAD EMERGENCY LIGHTS WERE FOUND TO BE INOPERATIVE. MAINTENANCE REPLACED BATTERY PACK, OPERATIONAL CHECK OK.								
3350 NWAA	762NW 47395	DOUG DC941				BATTERIES	DISCHARGED CABIN		1/20/98 9801259762
	DURING LINE MAINTENANCE INSPECTION, FOUND FORWARD OVERWING EMERGENCY LIGHTS INOPERATIVE. REPLACED BATTERIES. OPERATIONAL CHECK NORMAL.								
3350 NWAA	766NC 47739	DOUG DC951				BATTERY PACK	DISCHARGED CABIN		1/21/98 9801329857
	DURING LINE MAINTENANCE INSPECTION, FOUND AFT OVERHEAD EMERGENCY LIGHTS INOPERATIVE. REPLACED BATTERY PACK. OPERATIONAL CHECK NORMAL.								
3350 NWAA	677MC 47756	DOUG DC951				BATTERY PACK	DISCHARGED CABIN		1/25/98 9801479884
	DURING MAINTENANCE INSPECTION, FOUND OVERHEAD EMERGENCY LIGHTS INOPERATIVE. REPLACED BATTERY PACK, OPERATIONAL CHECK NORMAL.								

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3350 NWAA	773NC 47775	DOUG DC951				BATTERY PACK	DISCHARGED CABIN		1/26/98 9801579864
DURING INSPECTION, THE OVERHEAD EMERGENCY LIGHTS WERE FOUND TO BE INOPERATIVE. MAINTENANCE REPLACED BATTERY PACK, OPERATIONAL CHECK OK.									
3350 NWAA	787NC 48149	DOUG DC951				FUSE	BLOWN CABIN		1/22/98 9801359878
DURING LINE MAINTENANCE INSPECTION, FOUND RIGHT FORWARD OVERWING EMERGENCY EXIT AND SEAT MOUNTED LIGHTS BETWEEN ROWS 5 THROUGH 12 INOPERATIVE. REPLACED FUSE. OPERATIONAL CHECK NORMAL.									
3350 NWAA	302RC 48055	DOUG DC982				BATTERY PACK	DISCHARGED CABIN		1/23/98 9801469302
DURING MAINTENANCE INSPECTION, FOUND OVERHEAD LIGHTS INOPERATIVE. REPLACED BATTERY PACK, OPERATIONAL CHECK NORMAL.									
3350 ASAA	956AS 48079	DOUG DC982			MIDLANDROSS	LIGHT 1001191	DEFECTIVE FWD CABIN	16679 5123	12/14/97 ASAA9780286
PDX - DURING MAINTENANCE CHECK, THE FORWARD PORTABLE EMERGENCY LIGHT WAS FOUND INOPERATIVE. REPLACED THE LIGHT ASSEMBLY AND OPERATED NORMALLY. PART TOTAL CYCLES: 9,231. (X)									
3350 ASAA	967AS 49103	DOUG DC982			MARATHON	BATTERIES 014597101	DISCHARGED CABIN		12/24/97 ASAA9780295
SEA - DURING MAINTENANCE CHECK, THE OVERHEAD EMERGENCY LIGHTS FROM ROWS 2 TO 5 WERE FOUND INOPERATIVE. REPLACED THE BATTERIES IN THE POWER SUPPLY AND OPERATED NORMALLY. (X)									
3350 ASAA	937AS 49364	DOUG DC982			MARATHON	BATTERIES 014597101	DISCHARGED CABIN		12/26/97 ASAA9780296
SEA - DURING MAINTENANCE CHECK, THE OVERHEAD EMERGENCY LIGHTS IN THE AFT CABIN WERE FOUND INOPERATIVE. REPLACED BATTERIES IN THE POWER SUPPLY AND OPERATED NORMALLY. (X)									
3350 AALA	451AA 49477	DOUG DC982				MODULE P4010051111	DEFECTIVE CABIN		1/9/98 AALA980051
DFW - DURING OVERNIGHT MAINTENANCE, EMERGENCY EXIT FLOOR PATH LIGHTS IN FIRST CLASS WERE FOUND INOPERATIVE. REPLACED EMERGENCY FLOOR PATH LIGHTING FORWARD MODULE. SYSTEM GROUND CHECKED, NORMAL OPERATION.									
3350 AALA	463AA 49593	DOUG DC982				CONNECTOR	DEFECTIVE CABIN		1/6/98 AALA980028
MIA - DURING OVERNIGHT CHECK, EMERGENCY EXIT LIGHT AT PASSENGER SEAT 21DEF FOUND INOPERATIVE. REPLACED EMERGENCY EXIT LIGHT CONNECTOR AT PASSENGER SEAT 21DEF. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 ASAA	941AS 49925	DOUG DC982			MARATHON	BATTERIES 014597101	DISCHARGED MID CABIN		12/30/97 ASAA9780300
SEA - DURING MAINTENANCE CHECK, THE FORWARD OVERWING EMERGENCY EXIT IDENTIFIERS WERE FOUND INOPERATIVE. REPLACED THE BATTERIES IN THE POWER SUPPLY AND OPERATED NORMALLY. (X)									
3350 ASAA	941AS 49925	DOUG DC982			MARATHON	BATTERIES 014597101	DISCHARGED CABIN		12/22/97 ASAA9780293
SEA - DURING MAINTENANCE CHECK, THE OVERHEAD EMERGENCY LIGHTS FROM ROWS 9 TO 12 WERE FOUND INOPERATIVE. REPLACED THE BATTERIES IN THE POWER SUPPLY AND OPERATED NORMALLY. (X)									

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3350 ASAA	939AS 49657	DOUG DC983				CONNECTOR	DISCONNECTED CABIN		12/26/97 ASAA9780298
SEA - DURING MAINTENANCE CHECK, THE EMERGENCY FLOOR TRACK LIGHTS IN THE AFT CABIN WERE FOUND INOPERATIVE. RECONNECTED CONNECTOR TO LIGHT ASSEMBLY AND OPERATED NORMALLY. (X)									
3350 ASAA	961AS 53075	DOUG DC983			MIDLANDROSS	LIGHT 1001191	DEFECTIVE L1 DOOR		12/26/97 ASAA9780297
LAX - DURING MAINTENANCE CHECK, THE FORWARD PORTABLE EMERGENCY LIGHT WAS FOUND INOPERATIVE. REPLACED THE LIGHT ASSEMBLY AND OPERATED NORMALLY. (X)									
3350 ASAA	972AS 53448	DOUG DC983				SWITCH	FAILED FLIGHT COMPT		12/19/97 ASAA9780292
SEA - AFTER ARRIVAL OF FLT 231, CREW REPORTED THE EMERGENCY LIGHTS AND FLOOR TRACK LIGHTS ILLUMINATE INTERMITTENTLY DURING FLIGHT. ACCOMPLISHED OPERATIONAL CHECK OF THE EMERGENCY LIGHTING SYSTEM, UNABLE TO DUPLICATE DISCREPANCY. PRECAUTIONARY REPLACED THE EMERGENCY LIGHTS CONTROL SWITCH S1-177 ON THE OVERHEAD PANEL IN THE FLIGHT COMPARTMENT AND THE EMERGENCY LIGHTS ARM AND CHARGE CIRCUIT BREAKER B1-41 AND OPERATED NORMALLY. (X)									
3350 ASAA	979AS 53471	DOUG DC983			MIDLANDROSS	LIGHT 1001191	DEFECTIVE CABIN	8280 4232	12/6/97 ASAA9780280
SEA - DURING MAINTENANCE CHECK, THE FORWARD PORTABLE EMERGENCY LIGHT WAS FOUND INOPERATIVE. REPLACED THE LIGHT ASSEMBLY AND OPERATED NORMALLY. PART TOTAL CYCLES: 4,650. (X)									
4990 AALA	14551 53033	DOUG DC982				APU 5940405503	LEAKING APU COMPARTMENT		12/20/97 AALA972493
BOS - FLT 0487 - AFTER TAKEOFF EN ROUTE BOS/MIA - CREW NOTED VISIBLE SMOKE IN CABIN. SMOKE WAS CLEARLY VISIBLE AS THICK AS FOG, DECLARED AN EMERGENCY AND AIR INTERRUPTED. LANDED BOS WITHOUT INCIDENT. REPLACED APU DUE TO LEAKING OIL. REPLACED BOTH COALESCER BAGS PER MM. ACCOMPLISHED APU BURN-OUT. SYSTEM GROUND CHECKED NORMAL. (X)									
5230 NWAA	616NW 47229	DOUG DC932				PAN	CORRODED CARGO DOOR		9/25/97 9725129616
DURING M-CHECK AND PRIOR TO SERVICE, FOUND CORROSION ON FORWARD CARGO DOOR OUTER PAN AFT LOWER CORNER. REPAIRED PER EA 99-151847.									
5250 ABXA	967AX 47509	DOUG DC941			DOUG	LATCH AR25291GR41	OUT OF ADJUST COCKPIT DOOR		1/22/98 ABXA9800036
COCKPIT DOOR WOULD NOT OPEN. LUBRICATED AND ADJUSTED DOOR LATCH ASSEMBLY.									
5311 EIAA	915F 47061	DOUG DC915F				FRAME	CORRODED BS 148	52370	9/29/97 EIAA97223
MZJ - DURING C-CHECK INSPECTION, DISCOVERED CORROSION ON THE FUSELAGE FRAME WEB, INNER AND OUTER CHORDS AT BS 148, BETWEEN STRINGERS 16R AND 18R. REPAIRED BY TRIMMING AWAY THE DAMAGED AREA PER DC9 SRM CHAPTER 53-03-32 REPAIR CONCEPT WITHOUT THE NESTED REPAIR ANGLE. REPAIRED IAW EVERGREEN INTERNATIONAL AIRLINES ECRA 915-53-026-2. (X)									
5311 MWEA	212ME 47701	DOUG DC932				FRAME 991961750IN	CRACKED BS 699		1/28/98 MWEA98091
LEFT HAND MAIN FRAME AT FS 699 FOUND CRACKED IN WEB BETWEEN PTC AND PT. F-PT.E. REMOVED CRACKED FRAME AND INSTALLED SERVICEABLE FRAME IAW DC9 SERVICE BULLETIN 53-131.									
5311 MWEA	212ME 47701	DOUG DC932				FRAME 9919617502N	CRACKED BS 699		1/28/98 MWEA98092
MAIN FRAME AT FS 699 WAS FOUND CRACKED. REMOVED CRACKED FRAME AND INSTALLED SERVCABLE FRAME IAW DC9 SERV BULLETIN 53-131.									

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5312 EIAA	915F 47061	DOUG DC915F				BULKHEAD 991183913	CORRODED BS 942	52370	9/29/97 EIAA97222
DURING C-CHECK INSPECTION, DISCOVERED CORROSION, GOUGES, AND MISDRILLED HOLES ON THE FUSELAGE AFT REAR SPAR BULKHEAD DOUBLER AND CAP AT STA 942 BETWEEN LONGERONS 14L TO 16L AND 12R TO 16R. REPAIRED BY TRIMMING AWAY DAMAGE, INSTALLING REPAIR DOUBLERS, ANGLES, AND RESTORED FINISH AFTER HFEC INSPECTION IAW EVERGREEN INTERNATIONAL AIRLINES ECRA 915-53-027-2.									
5312 ABXA	904AX 47040	DOUG DC932F			DOUG	BULKHEAD SKIN	CRACKED BS 996		1/15/98 ABXA00035
DURING ACCOMPLISHMENT OF DC9 SERVICE BULLETIN 53-A14, FOUND AFT PRESSURE BULKHEAD TEE CAP UPPER SKIN SPLICE CRACKED WITH SHEARED RIVETS AT FUSELAGE STATION 996. REPAIRED IAW DOUGLAS SERVICE REWORK DRAWING J060143 AND ABX REA D953-2250-MR.									
5313 USAA	933VJ 47216	DOUG DC931				LONGERON	CRACKED BS 1109	76652	12/18/97 USAA970377
PIT - DURING C-3 CHECK, FOUND 1 INCH CRACK STATION 1109 BETWEEN 3-4 RT LONGERONS. INSTALLED DOUBLER REPAIR PER SRM 53-04 FIG 27 (10 INCHES BY 7 INCHES). (M)									
5313 MWEA	212ME 47701	DOUG DC932				LONGERON 2777923	CRACKED BS 699		1/28/98 MWEA98097
LONGERON 2 RIGHT FS 699 WAS FOUND CRACKED IN BOTH FLANGES. REMOVED DAMAGED SECTION OF LONGERON, FABRICATED REPAIR SECTIONS OF LONGERON IAWS RM 53-02 FIG 18.									
5313 MWEA	212ME 47701	DOUG DC932				LONGERON 2777923	CRACKED BS 699		1/28/98 MWEA98098
LONGERON 3 RIGHT AT FS 699 WAS FOUND TO HAVE A CRACK IN THE RT FLANGE. REMOVED DAMAGED SECTIONS OF LONGERON, FABRICATED REPAIR SECTION IAW SRM 5302 FIG 18. INSTALLED REPAIR SECTIONS IAW SRM 51-30.									
5313 MWEA	212ME 47701	DOUG DC932				LONGERON 2777923	CRACKED BS 699		1/28/98 MWEA98096
LONGERON 5 LEFT FS 699 WAS FOUND TO HAVE CRACKS IN BOTH FLANGES. REMOVED DAMAGED SECTION OF LONGERON, FABRICATED REPAIR SECTION IAW SRM 53-02 FIG 18, INSTALLED REPAIR SECTIONS IAW SRM 51-30.									
5313 MWEA	212ME 47701	DOUG DC932				LONGERON 2777923	CRACKED BS 737		1/28/98 MWEA98095
LONGERON 2 RIGHT WAS FOUND CRACKED AT FS 737. REMOVED DAMAGED SECTION OF LONGERON, FABRICATED REPAIR SECTIONS IAW 53-02 FIG 18, INSTALLED REPAIR SECTIONS IAW SRM 51-30.									
5313 MWEA	212ME 47701	DOUG DC932				LONGERON 2777923	CRACKED BS 737		1/28/98 MWEA98094
A CRACK WAS DISCOVERED IN LONGERON 3 LEFT AT FS 737. REMOVED DAMAGED SECTION OF LONGERON, FABRICATED REPAIR SECTIONS IAW 53-02 FIG 18, INSTALLED REPAIR SECTIONS IAW SRM 51-30.									
5313 MWEA	212ME 47701	DOUG DC932				LONGERON 2777923	CRACKED BS 658		1/28/98 MWEA98099
LONGERON 5L AT FS 658 WAS FOUND TO HAVE CRACKS IN BOTH FLANGES. REMOVED DAMAGED SECTION OF LONGERON FABRICATED RPR SECTIONS IN ACCORD WITH SRM 53-02 FIG 18. INSTALLED REPAIR SECTION IAW SRM 51-30.									
5315 EIAA	915F 47061	DOUG DC915F				FLOOR BEAM	CORRODED BS 642	52370	9/29/97 EIAA97221
MZI - DURING C-CHECK INSPECTION, DISCOVERED CORROSION ON THE LOWER T-CHORD OF THE FLOOR BEAM AT BS 642. REPAIRED BY FABRICATING AND INSTALLING A REPAIR T-CHORD, RESTORED AREA FINISH IAW EVERGREEN INTERNATIONAL AIRLINES ECRA 915-53-017-2. (X)									

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5315 MWEA	212ME 47701	DOUG DC932				FLOORBEAM 2777896	MISREPAIRED BS 980		1/28/98 MWEA98093
PREV REPORT NOTED ON FLOORBEAM AT FS 980 REPAIR FOUND NOT TO COMPLY WITH SRM. FABRICATED REPAIR SECT OF BEAM IAW SRM 53-05 FIG 79, INSTALLED REPAIR SECTIONS IAW SRM 51-30.									
5320 NWAA	616NW 47229	DOUG DC932				PRESSURE WEB	CORRODED BS 737		9/24/97 9725149616
DURING M-CHECK AND PRIOR TO SERVICE, FOUND CORROSION ON PRESSURE WEB UNDER RIGHT FRAME AT FS 737. REPAIRED PER EA 99-151844.									
5320 CALA	19504 47638	DOUG DC932				SUPPORT	CORRODED BS 160-200		1/19/98 CALA9800093
INSPECTION FOUND FLOOR SUPPORT FORWARD OF LEFT OUTBOARD SEAT TRACK CORRODED AT STA 160-200. A NEW FLOOR SUPPORT WAS INSTALLED IAW SRM 51-30-2.									
5320 USAA	828US 48028	DOUG DC981				JAMB	CORRODED CARGO DOORWAY		12/14/97 USAA970376
PIT - DURING Q-5 CHECK, FOUND 1 INCH BY 2 INCH AREA OF CORROSION AT FORWARD CARGO DOOR APERTURE LOWER JAMB ADJACENT TO THE LOWER FWD STOP. SPLICED IN NEW LOWER DOOR JAMB SECTION PER SRM 53-05 PAGE 105, FIG 44. CORROSION LEVEL 1. (M)									
5330 EIAA	915F 47061	DOUG DC915F				SKIN	CRACKED BS 44	52370	9/29/97 EIAA97225
MZJ - DURING C-CHECK INSPECTION DISCOVERED A DIAGONAL CRACK FOUR INCHES LONG ON THE FUSELAGE SKIN LOCATED BETWEEN BS 544 AND BS 566, LONGERONS 17R AND 18R. REPAIRED PER DC9 SRM 53-04 FIGURE 53, CONFIGURATION -7001 (EXTERNAL DOUBLERS) AND BY EVERGREEN INTERNATIONAL AIRLINES ECRA 915-53-022-2, REV A. (X)									
5330 NWAA	616NW 47229	DOUG DC932				SKIN	CORRODED BS 408-389		9/24/97 9725189616
DURING M-CHECK AND PRIOR TO SERVICE, FOUND CORROSION ON FUSEALGE SKIN AT FORWARD CARGO DOOR SILL LONGERON 27R, FS 408 TO 389. REPAIRED PER EA 99-151852.									
5330 NWAA	616NW 47229	DOUG DC932				SKIN	CORRODED BS 183		9/4/97 9725159616
DURING M-CHECK AND PRIOR TO SERVICE, FOUND CORROSION ON INNER FUSELAGE SKIN UNDER LONGERON 30 AT FS 183. REPAIRED PER EA 99-112843.									
5330 NWAA	616NW 47229	DOUG DC932				SKIN	CORRODED BS 632		9/4/97 9725169616
DURING M-CHECK AND PRIOR TO SERVICE, FOUND CORROSION ON INNER FUSELAGE SKIN ABOVE LONGERON 19L AT FS 632. REPAIRED PER EA 99-112841.									
5330 NWAA	616NW 47229	DOUG DC932				SKIN	CORRODED RT WING		11/14/97 9725179616
DURING M-CHECK AND PRIOR TO SERVICE, FOUND CORROSION ON RIGHT WING SKIN UNDER THE JACK PAD FITTING. REPAIRED PER EA 99-152958.									
5330 USAA	828US 48028	DOUG DC981				SKIN	CRACKED BS 1429	45203	12/14/97 USAA970375
PIT - DURING Q-5 VISIT, FOND 8 INCH CRACK AND A 6 INCH CRACK AT LONGERON 2R AT STATION 1429 ON REPAIR DOUBLER AND FUSELAGE SKIN. INSTALLED DOUBLER REPAIR PER DOUGLAS SERVICE SKETCH 3413J. (M)									
5341 CALA	19504 47638	DOUG DC932				FITTING	CRACKED RT WING/FUS		1/23/98 CALA9800102
INSPECTION FOUND A 3 INCH CRACK IN RT WING TO FUSELAGE ATTACH FITTING AT FRONT SPAR. A STRAP WAS INSTALLED ON WING TO FUSELAGE ATTACH ANGLE IAW ECRA 5340-0100.									

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5347 EIAA	915F 47061	DOUG DC915F				RAIL	WORN BS 614-636	52370	9/29/97 EIAA97226
MZJ - DURING C-CHECK INSPECTION, DISCOVERED CHAFED AND WORN OUT MAIN CABIN CARGO RAIL LOCATED AT BS 614 TO BS 636, AT LBL 45. REPAIRED BY TRIMMING AWAY DAMAGE, HFEC INSPECTION, INSTALLING REPAIR FILLERS AND STRAPS, AND RESTORED FINISH IAW EVERGREEN INTERNATIONAL AIRLINES ECRA 915-53-018-2. (X)									
5350 NWAA	301RC 48054	DOUG DC982				TAIL CONE	DEPLOYED AFT FUSELAGE		1/24/98 9801439301
DURING LANDING ROLLOUT, THE AIRCRAFT EXPERIENCED AN INADVERTANT TAIL CONE DEPLOYMENT. MAINTENANCE REPLACED TAIL CONE ASSEMBLY AND SLIDE.									
5350 NWAA	301RC 48054	DOUG DC982				TAIL CONE	FELL OFF AFT FUSELAGE		1/24/98 9801549301
DURING LANDING ROLLOUT, TAIL CONE FELL OFF THE AIRCRAFT AND DEPLOYED SLIDE. MAINTENANCE REPLACED AND RIGGED THE SLIDE AND TAIL CONE, FUNCTIONAL CHECK OK.									
5350 CALA	936AS 49363	DOUG DC982				CABLE 3913359545	DAMAGED TAIL CONE		1/21/98 CALA9800098
INSPECTION FOUND TAILCONE RELEASE CABLE KINKED AT TOP LEFT PULLEY. THE CABLE WAS REMOVED AND REPLACED AND RIGGED IAW MM 53-53-00.									
5530 ASAA	955AS 48080	DOUG DC982				SHIM 49113891	BROKEN LT HORIZ STAB		12/9/97 ASAA9780281
OAK - DURING 30K CHECK, BROKEN SHIM WAS FOUND ON LT HORIZONTAL STABILIZER PIVOT SUPPORT FITTING THROUGH-BOLT. TRIMMED SHIM IAW ASA EA 5530-01042. AIRCRAFT TT: 54,110 HOURS. ACFT TC: 28,793. (X)									
5610 TWAA	911TW 49182	DOUG DC982				WINDSHIELD 5912290506	CRACKED LT COCKPIT		12/26/97 TWAA9715201
SFO - FLT 272 - IN CRUISE, THE FIRST OFFICER'S NR 1 WINDSHIELD CRACKED. REPLACED THE FIRST OFFICER'S NR 1 WINDSHIELD. MFG NR 5912290-506. OP-16 9-9-97 MCI. (X)									
5711 NWAA	616NW 47229	DOUG DC932				SPAR WEB	CRACKED WS 91		9/16/97 9725119616
DURING M-CHECK AND PRIOR TO SERVICE, FOUND CRACK IN RIGHT WING AFT SPAR WEB AT XRS 91. REPAIRED PER EA 99-151849.									
5711 NWAA	616NW 47229	DOUG DC932				SPAR WEB	CORRODED WS 111		9/24/97 9725139616
DURING M-CHECK AND PRIOR TO SERVICE, FOUND CORROSION ON LEFT WING REAR SPAR WEB LOWER CHORD AND SPLICE ANGLES AT XRS 111. REPAIRED PER EA 99-112846.									
5711 NWAA	616NW 47229	DOUG DC932				SPAR CHORD	CORRODED WS 58-189		9/16/97 9725109616
DURING M-CHECK AND PRIOR TO SERVICE, FOUND CORROSION ON THE RIGHT WING SPAR LOWER CHORD AT XRS 58-189. REPAIRED PER EA 99-112839.									
5713 NWAA	616NW 47229	DOUG DC932				LONGERON	CORROSION WS 58-189		9/24/97 9725209616
DURING M-CHECK AND PRIOR TO SERVICE, FOUND CORROSION ON LEFT WING STR 11 AT XRS 58-189. REPAIRED PER EA 99-112848.									
5713 NWAA	616NW 47229	DOUG DC932				LONGERON	CORRODED WS 58-189		9/24/97 9725219616
DURING M-CHECK AND PRIOR TO SERVICE, FOUND CORROSION ON RIGHT WING STR 19 AT XRS 58-189. REPAIRED PER EA 99-112848.									
5713 NWAA	616NW 47229	DOUG DC932				LONGERON	CORRODED WS 58-189		9/24/97 9725229616
DURING M-CHECK AND PRIOR TO SERVICE, FOUND CORROSION ON RIGHT WING STR 18 AT XRS 58-189. REPAIRED PER EA 99-112848.									

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5713 NWAA	616NW 47229	DOUG DC932				LONGERON	CORROSION WS 58-189		9/24/97 9725239616
DURING M-CHECK AND PRIOR TO SERVICE, FOUND CORROSION ON RIGHT WING STR 20 AT XRS 58-189. REPAIRED PER EA 99-112848.									
5713 NWAA	616NW 47229	DOUG DC932				LONGERON	CORRODED WS 58-137		9/24/97 9725249616
DURING M-CHECK AND PRIOR TO SERVICE, FOUND CORROSION ON LEFT WING STR 18 AT XRS 58-137. REPAIRED PER EA 99-112848.									
5713 NWAA	616NW 47229	DOUG DC932				LONGERON	CORRODED WS 58-189		9/24/97 9725199616
DURING M-CHECK AND PRIOR TO SERVICE, FOUND CORROSION ON LEFT WING STR 20 AT XRS 58-189. REPAIRED PER EA 99-112848.									
5754 MWEA	501ME 47132	DOUG DC932				SLAT	DENTED NR 5 LE SLAT		1/21/98 MWEA98077
THE NR 5 RT SLAT LEADING EDGE HAS 3 DENTS OUT OF SERVICEABLE LIMITS. MTC INSTALLED REPAIR IAW TEL-X ISC-MIS-005/DC/RBH.									
7200 EIAA	944F 47194	DOUG DC933F	PWA JT8D9A			ENGINE	FIRE NR 2		12/23/97 EIAA970219
DEN - LOG PAGE: E01091 - BOTH ENGINES WERE SHUT DOWN IMMEDIATELY AFTER STARTING NR 2 ENGINE WHEN COCKPIT CREW MEMBERS WERE ADVISED BY GROUND CREW THAT NR 2 ENGINE HAD FLAMES EMANATING FROM INTAKE AND EXHAUST. (X)									
7200 USAA	810US 48042	DOUG DC981	PWA JT8D217			ENGINE	FAILED RIGHT	36033	11/23/97 USAAD97214
MCO - FLT 1554 - AFTER TAKEOFF, THE TOWER ADVISED THE CREW THAT SPARKS WERE OBSERVED COMING FROM THE RIGHT ENGINE. THE FLIGHT DIVERTED TO MCO, LANDED AND TAXIED TO THE GATE WITHOUT FURTHER INCIDENT. MAINTENANCE REPLACED THE ENGINE. (M)									
7200 AALA	505AA 49799	DOUG DC982	PWA JT8D217C			ENGINE	FAILED LEFT		12/19/97 AALA972489
ORD - FLT 1063 - EN ROUTE ORD/DEN AT 27,000 FEET, CREW NOTICED SMOKE IN AFT SECTION OF CABIN. ACCOMPLISHED CHECKLIST FOR SMOKE AND FUMES IN CABIN, LOWERED PACK TEMPERATURE, SMOKE BEGAN TO DISSIPATE. WHILE CLIMBING THROUGH 6,300 FEET, A LOUD EXPLOSION WAS HEARD. LEFT ENGINE BEGAN WINDING DOWN AND AIRCRAFT BEGAN VIBRATING. LEFT ENGINE SEIZED-UP WITHIN SECONDS OF FAILURE. AIR INTERRUPTED AND RETURNED TO ORD. LANDED WITHOUT FURTHER INCIDENT. REPLACED NR 1 ENGINE AND PERFORMED COALESCER BAGS RIGHT AND LEFT PACKS PER MM. PERFORMED PACK BURN-OUT PROCEDURE. SYSTEM GROUND CHECKED, NORMAL OPERATION. PROBLEM UNDER EVALUATION. (X)									
7230 TWAA	411EA 47732	DOUG DC951	PWA JT8D17			COMPRESSOR	STALLED RT ENGINE		12/17/97 TWAA9714902
TUL - FLT 676 - DURING CRUISE, FLT LVL 330 RIGHT ENGINE RUMBLE AND COMPRESSOR STALL. REPLACED ENGINE MFG PART NR JT8D-17. (M)									
7314 NWAA	1798U 47369	DOUG DC931	PWA JT8D9			FUEL PUMP 378200	DAMAGED LT ENGINE	31210 8218	1/8/98 9801219938
AS TAKEOFF POWER WAS APPLIED, THE LEFT ENGINE FLAMED OUT. CREW ABORTED TAKEOFF AND RETURNED TO THE GATE. MAINTENANCE REPLACED THE LEFT ENGINE FUEL CONTROL UNIT. OPERATIONAL CHECK OK. AIRCRAFT RETURNED TO SERVICE.									
7510 AALA	59523 49915	DOUG DC982	PWA JT8D217A			SENSING LINE 79137451257	CRACKED RIGHT		10/27/97 AALA972023
FLT 751 - AFTER TAKEOFF FLL DURING CLIMB-OUT, AFT COMPT OVERHEAT LIGHT ILLUMINATED. ACCOMPLISHED ABNORMAL PROCEDURES AND LIGHT EXTINGUISHED WHEN POWER LEVERS RETARDED. AIRCRAFT RETURNED TO FLL AND LANDED OVERWEIGHT WITHOUT INCIDENT. PLACARDED RIGHT AUGMENTATION VALVE AND CAPPED DOWNSTREAM PRESSURE SENSING LINE. ACCOMPLISHED OVERWEIGHT LANDING INSPECTION WITH NO DEFECTS FOUND. SUBSEQUENTLY REPLACED RT AUGMENTATION VALVE DOWNSTREAM PRESSURE SENSING LINE AND REMOVED PLACARD AT DFW. SYSTEM LEAK AND GROUND CHECKED NORMAL OPERATION. (M)									

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2211 WRLA	277WA 48743	DOUG MD11				COMPUTER 4059001907	INOPERATIVE NR 1 AUTO-PILOT		12/6/97 WRLA97147
DURING TAXIING, AIRCRAFT WOULD NOT PASS FLIGHT CONTROL POSITION TEST. AIRCRAFT RETURNED TO GATE WITH FURTHER INCIDENT. MAINTENANCE PERSONNEL REMOVED AND REPLACED NR 1 FLIGHT CONTROL COMPUTER. PERFORMED RETURN TO SERVICE CHECK. OPS CHECKED NORMAL. AIRCRAFT RETURNED TO SERVICE. (M)									
2612 AALA	1767A 48598	DOUG MD11				HARNESS FDM1180501	DEFECTIVE NR 3 ENGINE		12/19/97 AALA972488
NRT - FLT 0129 - EN ROUTE SJC/NRT ON FINAL, THE NR 3 FIRE WARNING WAS INTERMITTENT. LANDED NRT WITHOUT INCIDENT. REPAIRED TEMPERATURE END ON THE B-LOOP. DURING TAXI OUT FOR FLT 0026, THE NR 3 ENGINE FIRE WARNING VISUAL AND AURAL ALERTS ACTIVATED. REPLACED FIRE LOOP HARNESS AT LOWER GEARBOX DETECTOR UNIT. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3240 AALA	1757A 48505	DOUG MD11				BRAKE 26094724	CONTAMINATED LT MLG		12/23/97 AALA972506
MIA - FLT 0901 - AFTER AIRCRAFT TAXIED IN, THE NR 1 TIRE AND BRAKE ASSEMBLY CAUGHT FIRE. EXTINGUISHED FIRE WITH GATE FIRE EXTINGUISHER. SUSPECT EXCESSIVE GREASE ON AXLE AS CAUSE OF FIRE. REPLACED NR 1 BRAKE AND TIRE ASSEMBLY, ACCOMPLISHED HIGH ENERGY INSPECTION ON AXLE ASSEMBLY. NO ABNORMALITIES DETECTED. INSPECTED LEFT MAIN LANDING GEAR AND ADJACENT AREA FOR DAMAGE AND LEAKAGE, NONE FOUND. SYSTEM GROUND CHECKED NORMAL OPERATION. (X)									
3350 DALA	805DE 48476	DOUG MD11			6044113	BATTERY PACK	DISCHARGED CABIN		1/23/98 DLM11980210
L2 EMER EXIT BATTERY PACK FAILS TEST, READS LOW. REPLACED L-2 BATTERY PACK, CKS GOOD.									
3350 AALA	1762B 48552	DOUG MD11				LIGHT	DEFECTIVE CABIN		12/18/97 AALA972490
DFW - DURING OVERNIGHT CHECK, EMERGENCY EXIT FLOOR PATH LIGHT STRIP IN RIGHT HAND A-ZONE FOUND INOPERATIVE. REPLACED EMERGENCY EXIT FLOOR PATH LIGHT STRIP. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	1766A 48597	DOUG MD11				LIGHT	DEFECTIVE CABIN		12/1/97 AALA972486
DFW - DURING OVERNIGHT CHECK, EMERGENCY FLOOR LIGHTS RIGHT SIDE A-ZONE G4 GALLEY FOUND INOPERATIVE. REPLACED EMERGENCY FLOOR LIGHT STRIP RIGHT SIDE A-ZONE G4 GALLEY. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3460 AALA	1761R 48551	DOUG MD11			HONEYWELL	FLT CNTRL COMP 4059001907	MALFUNCTIONED E/E COMPT		12/28/97 AALA972515
DFW - FLT 0901 - AFTER TAKEOFF DFW DURING CLIMB-OUT, FLIGHT CREW GOT A FLAP DISAGREE ALERT WITH FLAP DISPLAY IN AMBER BOX ON BOTH PFD'S. AIRCRAFT AIR INTERRUPTED DFW, LANDED WITHOUT INCIDENT, AND WAS NOT OVERWEIGHT. MAINTENANCE ACCOMPLISHED AN INSPECTION OF WING FLAPS, ALL FLIGHT CONTROL SURFACES, FUSELAGE, DOORS AND PANELS. THERE WERE NO DISCREPANCIES NOTED. TROUBLESHOT AND REPLACED NR 1 FLIGHT CONTROL COMPUTER. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
2120 DALA	905DL 49536	DOUG MD88				AIR DISTRIBUTION	ODOR CABIN		1/22/98 DLM88980200
ON FINAL APPROACH, AN ACRID BURNING SMELL WAS DETECTED IN CBN/ CKPT. BOTH AFT SMOKE DETS WENT OFF. NO VISIBLE CONTAMINATION NOTED. PERFORMED DUCT BURNOUT PROCEDURES PER MM. INSP AREA FOR LKS AND SMELL/ NO PROBS NOTED. COALESCER BAGS PREV RPLD.									
2913 DALA	968DL 53161	DOUG MD88				HYD PUMP	INOPERATIVE NR 1 ENGINE		1/20/98 DLM88980165
AFTER TAKEOFF, RT HYD PRESS WENT TO ZERO WITH - RIGHT HYD LOW, MSG ON OAP. FOLLOWED POM PROCEDURES AUX/TRANS PUMPS TURNED ON. PRESS RETURNED TO NORMAL DECLARED EMERGENCY. REPLACED RT ENG HYD PUMP AND FILTERS.									

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5311 DALA	983DL 53247	DOUG MD88				FRAME 5913595501	CRACKED BS 1418		1/22/98 DLM88980182
FS 1418 WAS CRACKED AT L2R. THIS IS ONE OF THE TYPICAL LOCATIONS COVERED BY SB53-184. THE CRACK IS 1.125. THE SUBJECT AIRCRAFT IS NOT LISTED IN THE EFFECTIVITY OF THE SB. REPAIRED PER ERA 331243-14.									
5330 DALA	983DL 53247	DOUG MD88				SKIN 5953050	DENTED BS 237		1/22/98 DLM88980178
FUSELAGE SKIN WAS FOUND DENTED AT STA 237 BETWEEN L18L AND L19L. CUTOUT DIMENSIONS WERE 9 BY 13.5. REPAIRED PER ERA 331252-14.									
5330 DALA	983DL 53247	DOUG MD88				SKIN 5911406	DENTED BS 218		1/22/98 DLM88980179
FUSELAGE SKIN FOUND DENTED AT STA 218 BETWEEN L17L AND L18L. REPAIRED PER ERA 331258-14.									
5510 DALA	983DL 53247	DOUG MD88				BRACKET 4918019501	CORRODED LT/RT HORIZ STAB		1/22/98 DLM88980181
XE225.834 ELEVATOR HINGE SUPPORT BRACKET ATTACHED TO THE LT AND RT HORIZONTAL STAB WAS FOUND TO CONTAIN CORROSION. THE CORROSION IS IN THE BORE OF THE INBD LUG. CORROSION WAS REMOVED BY OVERSIZING THE BORE FROM 0.562/0.563 TO A FINAL DIAMETER OF 0.586. REWORKED PER ERA 331239-14.									
5510 DALA	983DL 53247	DOUG MD88				BRACKET 3918017503	CORRODED LT HORIZ STAB		1/22/98 DLM88980180
XE103.816 ELEVATOR HINGE SUPPORT BRACKET ATTACHED TO THE LT HORIZ STAB WAS FOUND TO HAVE CORROSION. CORROSION IS IN THE BORE OF THE INBD AND OUTBD LUGS. CORROSION REMOVED BY OVERSIZING THE BORE FROM 0.6245/0.6255 TO A FINAL DIAMETER OF 0.6365. REWORKED PER ERA 331242-14.									
5510 DALA	983DL 53247	DOUG MD88				BRACKET 5918113501	CORRODED LT HORIZ STAB		1/22/98 DLM88980183
XE14.525 ELEVATOR HINGE SUPPORT BRACKET ATTACHED TO THE LT HORIZ STAB WAS FOUND CORRODED. THE CORROSION IS IN THE BORE OF THE INBD LUG. THE CORROSION WAS REMOVED BY OVERSIZING THE 0.4999/0.5009 BORE TO A FINAL DIAMETER OF 0.5080. REWORKED PER ERA 331236-14.									
5522 DALA	983DL 53247	DOUG MD88			5930557505	SKIN LT ELEVATOR	DAMAGED LT ELEVATOR		1/22/98 DLM88980185
LT ELEVATOR UPPER AND LOWER SKIN AND REAR CLOSING CHANNEL WERE DAMAGED WHILE PERFORMING MAINTENANCE. REPAIRED PER ERA 331260-14.									
2611 WTAA	193YV 120193	EMB EMB120RT				BATTERY	DISCHARGED SMOKE DETECTOR		12/31/97 WTAA970234
FAT - LAVATORY SMOKE DETECTOR REPORTED INOPERATIONAL. MAINTENANCE DEFERRED SMOKE DETECTOR PER MEL 26-26-3. AIRCRAFT RETURNED TO SERVICE. MAINTENANCE SUBSEQUENTLY CLEARED DEFERRAL BY REPLACING NINE VOLT BATTERY. SMOKE DETECTOR FUNCTIONAL CHECK SATISFACTORY. (M)									
2612 COMA	463CA 120267	EMB EMB120RT				CONTROL CONTROL 6468	FAILED COCKPIT	13401	1/20/98 COM9810026
APU FIRE WARNING DURING GROUND OPERATIONS, FALSE WARNING. REPLACED FIRE DETECTION CONTROL MODULE.									
2910 COMA	159CA 120159	EMB EMB120RT				HYD SYST	REQD SERVICE GREEN HYD SYST		1/23/98 COMA9810028
GREEN HYDRAULIC QUANTITY LOW. SERVICED HYDRAULIC SYSTEM, INSPECTED FOR LEAKS AND NONE FOUND.									
2910 C2XA	57734 120199	EMB EMB120RT				HYD LINE 12035506035	CRACKED LT MLG WW		1/5/98 C2XA98CL002
CLE - FLT 3182 - CREW REPORTED THAT THEY RECEIVED A LOW LEVEL AND LOW PRESSURE INDICATION ON THE LEFT GREEN HYDRAULIC SYSTEM. AIRCRAFT RETURNED TO FIELD WITHOUT FURTHER INCIDENT. MAINTENANCE INSPECTED THE AIRCRAFT THEN REMOVED AND REPLACED THE LEFT HYDRAULIC PUMP SUCTION LINE IAW EMB-120 MM 20-10-03 AND EMB-120 IPC 29-30-00. OPERATIONAL AND LEAK CHECKS WERE SATISFACTORY, AIRCRAFT RELEASED FOR SERVICE. (M)									

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2910 COMA	268CA 120262	EMB EMB120RT				HYD LINE 12039829009	CHAFED LT NACELLE		1/19/98 COMA9810027
GREEN HYDRAULIC SYSTEM LOW LEVEL WARNING. REPAIRED LEAKING HYDRAULIC LINE LEFT ENGINE NACELLE.									
2913 SWIA	214SW 120280	EMB EMB120ER	PWA PW118A			HYD PUMP PV302229	FAILED LT ENGINE		1/10/98 SWIA971065
AFTER TAKEOFF DURING GEAR RETRACTION, LEFT MAIN HYDRAULIC PUMP FAILED. RETRY FAILED. RETURNED AND LANDED AT SLC. REMOVED AND REPLACED LEFT ENGINE DRIVEN HYDRAULIC PUMP. CHANGED HYDRAULIC FILTER ON LEFT PACK, FOUND NO CONTAMINATION. OPS CHECKS AND LEAKS CHECKS GOOD IAW MM 29.									
3020 SWIA	194SW 120120	EMB EMB120ER	PWA PW118A			DE-ICE MONITOR	FAILED RT ENGINE		1/7/98 SWIA971067
RIGHT ENGINE INTAKE DE-ICE INOP AFTER 10 MIN. RETURNED TO SLC. REPLACED DE-ICE MONITOR IAW MM 30-00-00. RAN ENGINES FOR 30 MINUTES, OPS CHECKS GOOD.									
3150 COMA	263CA 120255	EMB EMB120RT				AURAL WARN UNIT 80055711	LOOSE E/E COMPT	12813 8	1/26/98 COMA9810030
TAKEOFF TRIM AURAL WARNING DURING TAKEOFF. SECURED LOOSE AURAL WARNING UNIT IN RACK.									
3230 SWIA	209SW 120269	EMB EMB120ER	PWA PW118A			HARNESS	FAILED LT MLG		1/6/98 SWIA971066
AT CRUISE, THE LEFT MAIN A GREEN INDICATION CAME ON, TRIED TO PUT TO GEAR DOWN NOTHING HAPPENED. USED THE ELECTRICAL OVERRIDE CHECK LIST AND GEAR CAME DOWN. REMOVED AND REPLACED THE LEFT MLG DOWNLOCK A HARNESS IAW MM 32-61-01, OPS CHECKS GOOD. PERFORMED GEAR SWING, OPS AND INDICATION CHECKS GOOD IAW MM 32-30-00.									
3230 WTAA	250YV 120250	EMB EMB120RT				SEQUENCE VALVE 12032943000	OUT OF ADJUST LT MLG WW		1/4/98 WTAA980003
FAT - LEFT MAIN GEAR FAILED TO RETRACT AFTER DEPARTURE. AIRCRAFT RETURNED TO STATION WITHOUT INCIDENT. MAINTENANCE ADJUSTED LEFT MAIN GEAR INBOARD FORWARD DOOR SEQUENCE VALVE. PERFORMED GEAR SWINGS. OPERATIONAL CHECK SATISFACTORY. AIRCRAFT RETURNED TO SERVICE. (M)									
3232 SWIA	216SW 120285	EMB EMB120ER	PWA PW118A			ACTUATOR	OUT OF ADJUST RT MLG DOOR		1/1/98 SWIA971072
RIGHT MAIN GEAR WOULDN'T RETRACT UNTIL GEAR WAS CYCLED TWICE THEN THE RIGHT MAIN GEAR CAME UP AFTER 1 MIN AT 180 KIAS. RETURNED TO FIELD. FOUND RIGHT INBOARD FORWARD GEAR DOOR ACTUATOR TO BE TOO LONG AND PUSHING GEAR DOOR PAST INBOARD SEQUENCE VALVE. ADJUSTED INBOARD MLG DOOR ACTUATOR IN ONE AND A HALF TURNS. SWUNG GEAR SEVERAL TIMES, OPS CHECKS GOOD.									
3350 MASA	289UE 120191	EMB EMB120RT				CONNECTOR MS3476L2255S	DIRTY CABIN		12/22/97 MASA97265
FLT 5580 - GNV-CLT - CREW FOUND EMERGENCY EXIT LIGHTS VERY DIM. MAINTENANCE CLEANED AND RESEATED CANNON PLUG. OPS CHECK GOOD, AIRCRAFT WAS RETURNED TO SERVICE. (M)									
3350 C2XA	15732 120195	EMB EMB120RT				FUSE F02A250V1A	BLOWN CABIN		12/27/97 C2XA971A368
IAH - DURING PRE-FLIGHT CHECKS, THE CREW FOUND THE OVERWING EXTERIOR EMERGENCY LIGHTS TO BE INOP. MAINTENANCE REMOVED AND REPLACED THE FUSES FOR THE AFFECTED EMERGENCY LIGHTS AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
3350 WTAA	201YW 120201	EMB EMB120RT				LIGHT	INOPERATIVE CABIN		1/9/98 WTAA980004
BFL - FORWARD SECTION OF EMERGENCY FLOOR LIGHTING REPORTED INOPERATIONAL. MAINTENANCE DEFERRED EMERGENCY LIGHTS PER MEL 33-50-1. AIRCRAFT RETURNED TO SERVICE. MAINTENANCE SUBSEQUENTLY CLEARED DEFERRAL, COULD NOT DUPLICATE PROBLEM. OPERATIONAL CHECK SATISFACTORY. (X)									

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3350 COMA	259CA 120252	EMB EMB120RT				BATTERY D36604001	DISCHARGED CABIN	2198 63	1/24/98 COMA9810031
EMERGENCY EXIT SIGNS AT ROW 5 ARE INOP. REPLACED EMERGENCY BATTERY PACK.									
3350 COMA	267CA 120259	EMB EMB120RT				BULB 1013073	FAILED CABIN		1/24/98 COMA9810032
FLOOR EMERGENCY LIGHT AT GALLEY AREA IS INOP. REPLACED BULB.									
3610 SWIA	203SW 120240	EMB EMB120ER	PWA PW118A			BLEED SO VALVE 97962641	FAILED LT ENGINE		1/8/98 SWIA971070
DURING CLIMBOUT, CABIN WOULD NOT PRESSURIZE IN AUTO OR MANUAL MODE. AFTER ENGINE START NOTICED LEFT BLEED CLOSED LIGHT WAS DIFFICULT TO EXTINGUISH. FLIPPED THE BLEED SWITCH SEVERAL TIMES BEFORE LIGHT WOULD EXTINGUISH. RETURNED TO SGU. REMOVED AND REPLACED LEFT BLEED SHUT OFF VALVE IAW MM 25-30-00, OPS CHECKS GOOD.									
5230 C2XA	16724 120171	EMB EMB120RT				SEAL 12023348005	TORN CARGO DOOR		1/5/98 C2XA98CL001
CLE - FLT 3180 - CREW REPORTED THAT THE MANUAL AND AUTO PRESSURIZATION WAS INOPERATIVE. AIRCRAFT RETURNED TO FIELD WITHOUT FURTHER INCIDENT. MAINTENANCE INSPECTED THE AIRCRAFT THEN REMOVED AND REPLACED THE CARGO DOOR SEAL IAW EMB 120MM 52-30-01. OPERATIONAL AND LEAK CHECKS WERE SATISFACTORY IAW EMB120MM 21-30-00. AIRCRAFT RELEASED FOR SERVICE. (M)									
5320 C2XA	27707 120095	EMB EMB120RT				SUPPORT 12022670002	CRACKED FUSELAGE		1/7/98 C2XA98IA002
IAH - DURING C-CHECK INSPECTION, FOUND RIGHT VERTICAL FLOOR SUPPORT AT FRAME 13 CRACKED. MAINTENANCE STOP DRILLED THE CRACK AND INSTALLED REPAIR DOUBLER IAW EMB120 SRM 51-10-02/51-40-02. THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5320 C2XA	27707 120095	EMB EMB120RT				SUPPORT 12022670001	CRACKED FUSELAGE		1/7/98 C2XA98IA001
IAH - DURING C-CHECK INSPECTION, FOUND LEFT VERTICAL FLOOR SUPPORT AT FRAME 13 CRACKED. MAINTENANCE STOP DRILLED THE CRACK AND INSTALLED A REPAIR DOUBLER IAW EMB-120 SRM 51-10-02/51-40-02. THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5530 C2XA	27707 120095	EMB EMB120RT				DRAG ANGLE 14531597601	CRACKED VERTICAL STAB		1/8/98 C2XA98IA004
IAH - DURING C-CHECK INSPECTION, FOUND VERTICAL STABILIZER RIGHT SIDE DRAG ANGLE CRACKED. MAINTENANCE REMOVED DAMAGED SECTION AND INSTALLED NEW SECTION IAW EC5530-01013. THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5610 COMA	264CA 120256	EMB EMB120RT				WINDSHIELD NP1513111	CRACKED LT COCKPIT	15078	1/23/98 COMA9810029
PILOTS WINDSHIELD CRACKED. REPLACED WINDSHIELD.									
5720 C2XA	27707 120095	EMB EMB120RT				ANGLE 12031657002	CRACKED RT WING		1/7/98 C2XA98IA003
IAH - DURING C-CHECK INSPECTION, FOUND RIGHT WING TO FUSELAGE FAIRING 194 LOWER ATTACHMENT ANGLE CRACKED AT AFT END. MAINTENANCE STOP DRILLED CRACK AND INSTALLED REPAIR DOUBLER IAW EMB-120 SRM 51-10-02. THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
7110 WTAA	193YV 120193	EMB EMB120RT				COWLING 1202560JSJS	UNLATCHED RT ENG COWL		12/31/97 WTAA970235
SFO - RIGHT OUTBOARD ENGINE COWLING OPENED AFTER TAKEOFF. AIRCRAFT RETURNED TO STATION. MAINTENANCE REPLACED COWLING ASSEMBLY. AIRCRAFT RETURNED TO SERVICE. (M)									

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7261 SWIA	186SW 120034	EMB EMB120ER	PWA PW118A			OIL SYST	REQD SERVICE LT ENGINE	1/8/98	SWIA971069
AFTER DEPARTURE FROM EKO, HAD A INTERMITTENT LOW OIL PRESSURE INDICATION ON LEFT ENGINE. RETURNED TO EKO. ADDED TWO QUARTS OF EXXON 2380 OIL TO LEFT ENGINE PER INSTRUCTIONS FROM MAINTENANCE CONTROL. AIRCRAFT WAS RUN UP TO 100 PERCENT ENGINE INSTRUMENTS SHOW BOTH ENGINES NORMAL AND STEADY. NOTE: ALSO ADDED ONE QUART OF OIL TO RIGHT ENGINE. LEFT ENGINE WAS AT ADD 3 BEFORE OIL WAS ADDED.									
7260 C2XA	16927 145006	EMB EMB145	ALLSN AE3007A			CARBON SEAL 4252071	DAMAGED RT ENGINE	12/30/97	C2XA97CL102
EWR - FLT 4222 - CREW REPORTED THAT WHILE EN ROUTE TO EWR RECEIVED A LOW OIL PRESSURE WARNING ON THE RIGHT ENGINE. THE CREW ACCOMPLISHED A COMMANDED ENGINE SHUT DOWN AND LANDED IN EWR WITHOUT FURTHER INCIDENT. MAINTENANCE INSPECTED THE RIGHT ENGINE AND FOUND THE MAGNETIC CARBON SEAL FOR THE STARTER TO BE DAMAGED AND LEAKING. THE SEAL WAS REMOVED AND REPLACED IAW EMB-145 MM TASK NR 72-63-10-000-802 AND NR 72-63-10-400-802, OPERATIONAL AND LEAK CHECKS WERE GOOD. (M)									
2170 QXEA	491US 11156	FOKKER F28MK4000				COALESCER	DIRTY CABIN	1/23/98	QXEA9800043
SEA - AFTER APU START WITH AIR ON AND EITHER PACK ON, SMOKE FILLED CABIN. REPLACED WATER SEPARATOR SOCKS.									
2720 USAA	880US 11331	FOKKER F28MK0100				RUDDER MANIFOLD 703852	FAILED NR 2 HYD SYST	1/1/98	USAAF98001
PIT - FL 356 - EN ROUTE PIT/CAK, CREW RECEIVED THE NR 2 HYDRAULIC SYSTEM LOW QUANTITY WARNING. CREW PERFORMED NECESSARY PROCEDURES. FLIGHT RETURNED TO PIT AND LANDED WITH NO FURTHER INCIDENT. MAINTENANCE REPLACED THE NR 2 RUDDER SYSTEM MANIFOLD. (X)									
3230 AALA	1420D 11403	FOKKER F28MK0100				RESTRICTOR JETA18575100H	DEFECTIVE NLG	12/21/97	AALA972495
ORD - FLT 0469 - EN ROUTE MSP/ORD ON APPROACH ORD, NOSE LANDING GEAR WOULD NOT INDICATE SAFE, DOWN AND LOCKED, ON FIRST EXTENSION. CYCLED GEAR AND GOT NORMAL INDICATION ON SECOND TRY. LANDED ORD WITHOUT INCIDENT. REMOVED DEBRIS IN UP-LINE PRESSURE RESTRICTOR AND REPLACED PRESSURE RESTRICTOR. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3260 AALA	1420D 11403	FOKKER F28MK0100				INDICATION	MALFUNCTIONED NLG	12/20/97	AALA972494
ORD - FLT 1609 - EN ROUTE MDT/ORD - NOSE LANDING GEAR WOULD NOT INDICATE SAFE ON FIRST GEAR EXTENSION. CYCLED GEAR AND GOT A NORMAL GEAR DOWN INDICATION. LANDED ORD WITHOUT INCIDENT. INSPECTED NOSE GEAR RETRACT SYSTEM. NO DEFECTS NOTED. BITE TESTED PROXIMITY BOX SENSORS OPERATIONS, CHECKED NORMAL. LUBED NOSE GEAR RETRACT SYSTEM AND PERFORMED OPERATIONAL TEST WITH ALL INDICATIONS NORMAL. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 USAA	858US 11291	FOKKER F28MK0100				BATTERY PACK 6104789	DISCHARGED CABIN	12/14/97	USAAF97102
IND - MAINTENANCE FOUND FORWARD ENTRY EMERGENCY LIGHT AND REAR LAVATORY EMERGENCY LIGHT INOPERATIVE. REPLACED THE BATTERY PACKS FOR THESE LIGHTS. (M)									
3350 QXEA	491US 11156	FOKKER F28MK4000			GRIMES 5515800106	CIRCUIT CARD 5515900004	FAILED CABIN	1/21/98	QXEA9800040
SEA- THE LAMPS FOR THE LEFT AND RIGHT ARROWS ON THE FORWARD EMERGENCY EXIT SIGN DO NOT ILLUMINATE. REMOVED AND REPLACED EMERGENCY EXIT SIGN CIRCUIT CARD, OPERATIONAL CHECKS GOOD.									
3350 QXEA	476US 11224	FOKKER F28MK4000			GRIMES 5515900004	BULB MFF1055	FAILED CABIN	1/25/98	QXEA9800046
GEG - EMERGENCY EXIT LIGHT AT ROW 8E NOT ILLUMINATED. MAINTENANCE RELAMPED, OPERATION CHECK GOOD.									
3350 QXEA	477AU 11226	FOKKER F28MK4000			GRIMES	BULB MGG1280	FAILED CABIN	1/26/98	QXEA9800047
GEG - EXIT SIGN LIGHT AT ENTRY DOOR INOP. RELAMPED, OPERATIONAL CHECK IS GOOD.									

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3350 QXEA	479AU 11228	FOKKER F28MK4000			GRIMES	PRINTED CIRCUIT 5515900004	FAILED CABIN		1/27/98 QXEA9800048
SEA - CEILING EXIT SIGN RIGHT ARROW ON AFT SIDE DOES NOT ILLUMINATE. THE EMERGENCY EXIT SIGN CIRCUIT BOARD ASSY WAS REPLACED. AN OPERATIONAL CHECK OF THE LIGHTS INDICATES NORMAL OPERATION.									
3350 QXEA	484US 11234	FOKKER F28MK4000				LAMP 1820	FAILED CABIN		1/23/98 QXEA9800042
GEG - OVERHEAD EVACUATION LIGHT AT ROW 4 IS INOP. MAINTENANCE RELAMPED.									
3350 QXEA	487US 11238	FOKKER F28MK4000			GRIMES 5515900004	BULB MGG1055	FAILED GALLEY		1/20/98 QXEA9800037
EMERGENCY LIGHT AT THE GALLEY SERVICE DOOR IS INOP. MAINTENANCE RELAMPED THE EMERGENCY LIGHT AT THE GALLEY SERVICE DOOR, OPERATIONAL CHECKS GOOD.									
5210 QXEA	480AU 11229	FOKKER F28MK4000				MECHANISM	LACK OF LUBE PAX DOOR		1/22/98 QXEA9800041
BIL- MAIN CABIN DOOR IS DIFFICULT TO OPEN. CLEANED AND LUBRICATED DOOR MECHANISM, OPERATIONAL CHECKS GOOD. AIRCRAFT RETURNED TO SERVICE. NO PARTS REPLACED.									
2435	338AX 30	GULSTM G1159B				GENERATOR 30E20111B	WORN BRUSHES	29	6/25/97 98ZZZX319
BLACK SOOT ON COWLING. CHECKED GENERATOR BRUSHES AND FOUND UNDER ONE-QUARTER LIFE REMAINING.									
7412	338AX 30	GULSTM G1159B	RROYCE SPEY5118			IGNITER NB34	FAILED ENGINE		8/4/97 98ZZZX325
IGNITER UNIT OVERHAULED 11 MONTHS, 138 HOURS, 66 CYCLES AGO. FAILED OPS INSPECTION WITH DISCHARGE ONLY EVERY 5-6 SECONDS. SHOULD BE APPROXIMATELY 1 SECOND.									
7320 VTZA	325UE 41063	JETAIR JETSTM4101	GARRTT TPE3311			CONNECTOR CA13008R1253F80	FAILED NR 2 ENGINE		11/30/97 VTZA97663
FLT 6353 - IAD-TYS - AIRCRAFT MADE AN UNSCHEDULED LANDING AT IAD DUE TO NR 2 ENGINE IEC FAILED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED T2 SENSOR CANNON PLUG, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
2810 GQFG	2FOR 441	LEAR 35LEAR				TANK	DEFECTIVE FUSELAGE		1/15/98 98ZZZX343
BLIND RIVETS ON INNER WALL OF AFT FUSELAGE TANK SKIN TO FRAME WERE INCORRECTLY INSTALLED. RIVETS DID NOT EXTEND THROUGH SUFFICIENTLY TO FASTEN ALL MATERIAL. LEFT SIDE OF AIRCRAFT FR 22-25, STR 10-14. TT: 4,971.5 HOURS. LANDINGS: 3,301.									
7200 EXOA	30HJ 226	LEAR 35A	GARRTT TFE73122B			ENGINE	FAILED LT ENGINE		12/19/97 98ZZZX315
LEFT ENGINE FLAMED OUT AT FL 370, ATTEMPTED RESTART, VIBRATION DETECTED, SHUT DOWN ENGINE. DIVERTED TO BHM.									
7200 EXOA	30HJ 226	LEAR 35A	GARRTT TFE73122B			ENGINE	FAILED RT ENGINE		12/30/97 98ZZZX314
RIGHT ENGINE FLAMED OUT AT 430 WITH VIBRATION, DIVERTED TO TULSA. VISUAL INSPECTION OF TURBINE INDICATES SEVERE FOD.									
2612 DALA	763DL 193Y1197	LKHEED 10113853	RROYCE RB211524B4			FIRE WARNING RB211524B4I	FALSE WARNING NR 3 ENGINE		1/12/98 DLL19980077
NR 3 ENG FIRE WARNING INFLIGHT. SHUT DOWN ENG IAW POM. FUEL AND IGN OFF, FIRE HDL PULLED, HYD PUMP OFF AND IDG DISC. REPLACED UPPER AND LOWER GAS GENERATOR LOOP ASSYS.									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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3230 DALA	719DA 193C1135	LKHEED 10113851				SEQUENCE VALVE 1516207122	FAILED LT MLG		1/20/98 DLL10980167
AFTER T/O, THE DOOR RED AND INTRANSIT LIGHTS DID NOT GO OUT. LANDING GEAR LOWERED PER PROCEDURES, RIGHT GEAR GREEN LIGHT DID NOT COME ON. MANUALLY EXTENDED GEAR, LIGHT CAME ON. LEFT MLG SEQUENCE VLV REPLACED, RT MLG RETRACT ACTUATOR REPLACED, RIGGING THE RT MLG SEQUENCE VALVE.									
3244 DALA	728DA 193C1173	LKHEED 10113851				TIRE	SEPARATED NLG		1/23/98 DLL10980206
AFTER V1 ON T/O ROLL, THERE WAS A LOT OF VIBRATION FROM THE NOSEWHEEL. AFTER LIFTOFF C-SYSTEM LOST MOST OF ITS QTY. RETURNED TO ATL. FOUND LT NOSE TIRE CAME APART AND BROKE THE C-SYS LINE TO THE NOSE STEERING ACTUATOR. REPLACED SAME AND RELACED WHEEL ASSY.									
3350 DALA	1739D 193C1237	LKHEED 1011385115				POWER PACK	INOPERATIVE L1-DOOR		1/22/98 DLL14980193
EMERG EXTERIOR LIGHT AT L1 DOOR INOP. REPLACED POWER PACK, OPS OK.									
3350 CKSA	108CK 193N1204	LKHEED 1011385115				POWER PACK 516574	INOPERATIVE BS 855		1/24/98 CKSA98002
DURING EMERGENCY LIGHT SYSTEM TEST, FOUND NR 4R EXIT LIGHT ON INTERMITTENTLY. REMOVED AND REPLACED NR 4R EMERGENCY POWER PACK IAW L1011 MM 33-51-03, OPS CHECK GOOD.									
5330 DALA	1738D 193C1234	LKHEED 1011385115				SKIN 1503679165	CORRODED BS 1315		1/23/98 DLL14980202
FUSELAGE SKIN IN THE KEELSON AREA BETWEEN LBL 16 AND LBL 42.5 FROM FS 1273 TO 1363 WAS CORRODED. SPLICED PER ERA 331192-14.									
5330 DALA	1738D 193C1234	LKHEED 1011385115				SKIN 1503492	DENTED BS 345		1/23/98 DLL14980201
DENTS FOUND IN THE FUSELAGE SKIN BETWEEN FS 330 AND FS 360 BETWEEN S49 AND 50. REPAIRED PER ERA 331248-14.									
5320 RAAA	9744C 188C1140	LKHEED 188C				PRESS WEB	CRACKED BS 173.3		1/28/98 RAAA98E4002
DURING SCHEDULED, NR 1 CHECK FOUND FLT STATION PRESSURE DECK WEB CRACKED LBL 43 TO LBL 55 AT FS 173.3. REPAIRED PER SRM 53-1-5, FIG 1 AND 53-2-1, FIG 2 (SHEET 5) AND (SHEET 3). M-54 NR 51.									
7230 RAAA *****	178RV 188C2010	LKHEED 188C	ALLSN 501D13			COMPRESSOR 6828400	FAILED NR 3 ENGINE	36412 8155	1/23/98 RAAA98E8001
DURING GROUND START OPERATION WITH NR 3 ENG IN HIGH SPEED GROUND IDLE AND SUPPLYING BLEED AIR TO START NR 4 ENG FLT CREW REPORTED LOUD BANG WITH RAPID RPM AND TIT RISE NR 3 ENGINE. SHUTDOWN NR 3 ENG WITH EMERGENCY HANDLE. NO COWL PENETRATION OR 1ST STAGE FOD NOTED. METALIC PARTICLES (LESS THAN .0625 IN.) IN EXHAUST AREA BUT NO TURBINE DAMAGE NOTED. COMPRESSOR CASE SPLITLINE BOLTS FAILED FROM 7TH STAGE FORWARD WITH CASE SPLITLINE MATING SURFACES SEPARATED APPROX .25 IN TO .375 IN. EXTENSIVE DAMAGE TO 5TH AND 10TH STAGE BLADES NOTED AND BLEED MANIFOLDS PARTIALY FILLED WITH COMPRESSOR BLADE PIECES. CHANGED ENGINE PER EF 71-1-0.									
5210	404BS 258294	RAYTHN HAWKER800XP				DOOR	NOISY CABIN		12/4/97 98ZZZX321
PILOT REPORTED GRINDING NOISE COMING FROM CABIN DOOR WHEN DOOR WAS OPENED OR CLOSED. UPON INSPECTION OF DOOR INTERIOR STRUCTURE AND COMPONENTS, A NR 11 DRILL BIT WAS FOUND JAMMED BETWEEN TENSATOR MOTOR ASSY AND DOOR STRUCTURE. NO DAMAGE NOTED. GRINDING NOISE STOPPED AFTER DRILL BIT WAS REMOVED. THIS WAS THE FIRST ACCESS OF DOOR INTERIOR AFTER DELIVERY FROM RAYTHEON, LITTLE ROCK, ARK.									
5210	404BS 258294	RAYTHN HAWKER800XP				DOOR	MISINSTALLED DOOR ATTACH		4/11/97 98ZZZX320
DURING A SCHEDULED INSPECTION OF THE CABIN DOOR ATTACH POINTS, FOUND BOTH ATTACH POINT BOLTS, CASTELLATED NUTS WERE MISSING COTTER PINS AND VERY LOOSE. NOTED THAT NEITHER BOLT WAS DRILLED TO ACCEPT A COTTER PIN. IN FACT, ONE OF THESE BOLTS WAS SO LONG IT WAS RUBBING AGAINST THE ADJACENT STRUCTURE AS THE DOOR WAS OPENED AND CLOSED. THIS WAS THE FIRST TIME THIS AREA WAS OPENED FOR INSPECTION SINCE DELIVERY OF THE AIRCRAFT FROM RAYTHEON, LITTLE, ROCK, ARK.									

***** DENOTES SIGNIFICANT OCCURRENCE

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2450 MALA	68XJ 068	SAAB SF340A				PDU A2043C	FAILED RIGHT		1/22/98 MALA975901
DURING INSPECTION, A STRONG ELECTRICAL BURNING SMELL WAS NOTED COMING FROM THE GPU RECEPTACLE AREA. MAINTENANCE FOUND POSITIVE WIRES OVERHEATED, REPLACED THE RIGHT PDU AND RESECURED WITH NEW POSITIVE WIRES. ALL CHECKS GOOD.									
2610 MALA	408XJ 408	SAAB 340B				CONNECTOR	LOOSE LT ENGINE		1/23/98 MALA975922
DURING INSPECTION PERFORMED FIRE TEST, TAILPIPE HOT LIGHT STAYED ON. RESET AND TRIED AGAIN, FAILED. MAINTENANCE CLEANED AND RESECURED CANNOM PLUG IN THE LEFT ENGINE COMPARTMENT, ALL CHECKS GOOD.									
2610 MALA	114XJ 340A114	SAAB SF340A				WIRE	BROKEN RT TAILPIPE		1/26/98 MALA975920
DURING TEST OF RIGHT TAILPIPE HOT LIGHT INOP. MAINTENANCE REPAIRED BROKEN WIRE INBOARD DETECT SENSOR, OPS CHECK GOOD.									
2611 SIMA	380AE 340B380	SAAB 340B				SMOKE DETECTOR 7211121100	FAILED E/E COMPT		1/3/98 SIMA980031
DFW - AFTER TAKEOFF, AVIONICS SMOKE WARNING CAME ON AND REMAINED ON. NO VISIBLE SMOKE OR NOTABLE ODOR WAS PRESENT. FLIGHT RETURNED TO DFW. REPLACED AVIONICS SMOKE DETECTOR. SYSTEM TESTED GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
2611 MALA	76XJ 076	SAAB SF340A				SMOKE LIGHT	ILLUMINATED AVIONICS COMPT		1/19/98 MALA975904
AFTER LANDING, THE CREW REPORTED AVIONICS SMOKE WARNING LIGHT ILLUMINATED FOR 2 MINUTES, THEN EXTINGUISHED. MAINTENANCE REMOVED AFT AVIONICS COMPARTMENT PANEL, INSPECTED EQUIPMENT, WIRING AND COMPARTMENT. NO DEFECTS NOTED. ALL CHECKS GOOD, ALL AVIONICS SYSTEM OPS CHECK GOOD.									
2613 REXA	346AM 340A032	SAAB SF340A				CONNECTOR	DIRTY RT ENGINE		1/7/98 REXA98004
RIGHT HAND TAIL PIPE HOT LIGHT ON. CLEANED CANNON PLUGS ON TAILPIPE OVERTEMP SPOT DETECTORS. OPS CHECK GOOD. (X)									
2613 REXA	407BH 340A078	SAAB SF340A				OVERHEAT SENSOR	CONTAMINATED RT ENGINE		1/5/98 REXA98001
RIGHT HAND TAIL PIPE HOT LIGHT IN-FLIGHT. CLEANED MOISTURE FROM TAILPIPE OVER HEAT SENSOR. CREW RAN A/C SYSTEM. OPS CHECKED GOOD. (X)									
3020 MALA	592MA 340B199	SAAB 340B				THERMAL CONTROL ND0075220033	FAILED LEFT		1/21/98 MALA975911
AFTER TAKEOFF, THE LEFT ENGINE INTAKE HEAT LIGHT ILLUMINATES, INTERMITTENTLY. AIRCRAFT RETURNED TO MSP. MAINTENANCE REPLACED THE THERMAL CONTROLLER. ALL CHECKS GOOD.									
3020 MALA	76XJ 076	SAAB SF340A				DUCT NH24668081	FAILED LT ENGINE		1/24/98 MALA975914
AFTER TAKEOFF, THE LEFT INTAKE HEAT LIGHT ILLUMINATED. COMPLETED QRH AND RETURN TO MSP. MAINTENANCE REPLACED UPPER DUCT AND IPD EXHAUST NOZZLE HEATER, OPS CHECK GOOD.									
3020 REXA	108PX 340A012	SAAB SF340A				DUCT NH2466807103	INOPERATIVE LT ENGINE		1/10/98 REXA98010
LEFT HAND INTAKE HEAT INOPERABLE. REMOVED AND REPLACED 4H INTAKE LOWER DUCT. TEST GOOD. OK FOR SERVICE. (X)									
3020 REXA	344AM 340A030	SAAB SF340A				CONNECTOR	DIRTY RT ENGINE		1/8/98 REXA98005
RIGHT HAND INTAKE HEAT INOPERABLE. CYCLING ON CLIMB-OUT. CLEANED OIL OUT OF RIGHT HAND THERMAL CONTROLLER AND LOAD MONITOR CANNON PLUGS. (X)									

***** DENOTES SIGNIFICANT OCCURRENCE

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3020	329PX	SAAB				DE-ICE LINE	DEFECTIVE		12/12/97
M8XA	340A076	SF340A				011A302A1130002	LT ENGINE		M8XA329MXC3
COS - WHILE ACCOMPLISHING THE ENGINE NACELLE INSPECTION PORTION OF THE C-CHECK INSPECTION, MAINTENANCE NOTICED SIGNS OF CHAFING ON THE LEFT ENGINE INTAKE DE-ICE BOOT PNEUMATIC LINE. MAINTENANCE REPLACED THE LINE IAW AMM 71-00-00. OPERATIONAL CHECK WAS SATISFACTORY. THIS HAS BEN AN ON GOING PROBLEM. SEVERAL SERVICE BULLETINS HAVE BEEN ISSUED BY THE OEM TO CORRECT THE PROBLEMS BUT TO NO AVAIL. WE HAVE EMPHASIZED THE INSPECTION OF THIS AREA ON OUR 'A' CHECKS. (M)									
3040	107XJ	SAAB				TERMINAL	MELTED		1/19/98
MALA	340A107	SF340A				7256100501	LT COCKPIT		MALA975905
DURING FLIGHT, A BURNING SMELL COMING FROM THE LEFT AC SYSTEM, CREW SHUT OFF BLEED SYSTEM. AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENACE FOUND LOWER TERMINAL BLOCK MELTED ON WINDSHIELD, REPLACED WINDSHIELD. ALL CHECKS GOOD.									
3350	586MA	SAAB				LIGHT	INOPERATIVE		1/22/98
MALA	340B165	340B				7239410802	CABIN		MALA975918
DURING INSPECTION, THE EMERGENCY LIGHT AT SEAT 4C FLOOR INOP. MAINTENANCE RELAMPED, OPS CHECK GOOD.									
3350	334AE	SAAB				LIGHT	BROKEN		1/23/98
WWMA	340B334	340B				7239410802	CABIN		WWMA9800014
DURING PREFLIGHT, CREW FOUND THE EMERGENCY EXIT SIGN ABOVE SEAT 8A BROKEN. REPLACED THE LIGHT ASSEMBLY.									
3350	348SB	SAAB				BATTERY PACK	DISCHARGED		1/26/98
WWMA	340B348	340B				6013211	CABIN		WWMA9800015
CREW FOUND ALL EMERGENCY LIGHTS WOULD NOT TEST DURING PREFLIGHT. MAINTENANCE REPLACED ALL 5 EMERGENCY BATTERY PACKS AT POSITIONS 20LN, 21LN 22LN, 23LN AND 24LN.									
3350	89XJ	SAAB				BULB	FAILED		1/20/98
MALA	089	SF340A				1317	CABIN		MALA975906
DURING INSPECTION, ROW 7/8 OVERHEAD EMERGENCY LIGHT INOP. MAINTENANCE RELAMPED OVERHEAD EMERGENCY LIGHT. ALL CHECKS GOOD.									
3350	89XJ	SAAB				BULB	FAILED		1/20/98
MALA	089	SF340A				1317	CABIN		MALA975907
DURING INSPECTION, EMERGENCY LIGHT AT ROW 1 INOP. MAINTENANCE RELAMPED OVERHEAD EMERGENCY LIGHT. ALL CHECKS GOOD.									
3350	991XJ	SAAB				BULB	FAILED		1/22/98
MALA	091	SF340A				1317	CABIN		MALA975912
DURING INSPECTION, OVERHEAD EMERGENCY LIGHT INOP AT SEAT 2A. MAINTENANCE RELAMPED OVERHEAD EMERGENCY LIGHT, OPS CHECK GOOD.									
3350	119XJ	SAAB				BULB	FAILED		1/24/98
MALA	119	SF340A				1317	CABIN		MALA975916
DURING INSPECTION, EMERGENCY LIGHT INOP. MAINTENANCE RELAMPED EMERGENCY LIGHT, OPS CHECK GOOD.									
3350	103XJ	SAAB				BULB	FAILED		1/20/98
MALA	340A103	SF340A				1317	CABIN		MALA975909
DURING INSPECTION, THE EMERGENCY LIGHT AT 9A INOP. MAINTENANCE RELAMPED EMERGENCY LIGHT AT 9A. ALL CHECKS GOOD.									
3350	114XJ	SAAB				LIGHT	INOPERATIVE		1/24/98
MALA	340A114	SF340A				7239410802	CABIN		MALA975917
DURING INSPECTION, ONE FLOOR TRACK LIGHT INOP. MAINTENANCE REPLACED LIGHT, OPS CHECK GOOD.									

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3422 REXA	360PX 340B220	SAAB 340B				FLUX GATE	OUT OF ADJUST LEFT		1/10/98 REXA98012
IN CLIMB, AIRCRAFT HAD A 10 TO 15 DEGREE HEADING SPLIT. ADJUSTED LEFT HAND FLUX GATE. GROUND OPS CHECKED GOOD. (X)									
3442 REXA	935MA 340A073	SAAB SF340A				RADAR R/T 6224022001	FAILED FWD FUSELAGE		1/6/98 REXA98003
RADAR INTERMITTENT, BUT ALSO CYCLED THROUGH ALL RINGS, MODES, EVEN TURN OFF/ON BY ITSELF. REMOVED AND REPLACED RADAR R/T. (X)									
3445 REXA	107PX 340A010	SAAB SF340A				TCAS	INOPERATIVE COCKPIT		1/4/98 REXA98002
TCAS INOPERABLE. GROUND TEST TCAS, SYSTEM TEST GOOD. GOOD FOR SERVICE. (X)									
3610 REXA	401BH 340A057	SAAB SF340A				SHUTOFF VALVE 32899541	FAILED LT BLEED AIR		12/9/97 REXA97272
LEFT AIR VALVE CWP LIGHT CAME ON IN FLIGHT. REMOVED AND REPLACED BLEED AIR SHUTOFF VALVE. (M)									
5270 MALA	407XJ 340B407	SAAB 340B				WARNING LIGHT	ILLUMINATED PAX DOOR		1/24/98 MALA975921
DURING CLIMB, THE MAIN DOOR HANDLE LIGHT ILLUMINATED. CREW RETURNED TO ESC. MAINTENANCE DEFERRED PAX DOOR HANDLE WARNING SYSTEM PER MEL 52-70-1-2C.									
5610 MALA	586MA 340B165	SAAB 340B				WINDSHIELD 7256100501	CRACKED RT COCKPIT		1/22/98 MALA975919
DURING CLIMB, THE RIGHT WINDSHIELD CRACKED OUTER PANE. AIRCRAFT RETURNED TO BJI. MAINTENANCE REPLACED THE RIGHT WINDSHIELD, OPS CHECK GOOD.									
5610 MALA	99XJ 099	SAAB SF340A				WINDSHIELD 7256100501	CRACKED RT COCKPIT		1/22/98 MALA975915
THE RIGHT WINDSHIELD OUTER PANE CRACKED DUE TO BIRD STRIKE ON CLIMB. MAINTENANCE REPLACED THE RIGHT WINDSHIELD, ALL CHECKS GOOD.									
5753 PLGA	746BA 340A138	SAAB SF340A				REAR SPAR	CRACKED RT TE FLAP		12/19/97 PLGA971219A
BGR - DURING C-CHECK, FOUND CRACK IN RIGHT FLAP, PN 71257800-504, SN 1026, AT WS 142, INNER REAR SPAR. CRACK REPAIRED IAW SAAB SRM 57-90-10, PAGES 208-214. (X)									
6120 REXA	407BH 340A078	SAAB SF340A				PLUG AN8142	MISINSTALLED LEFT PROP		12/11/97 REXA97276
LEFT PROP OIL PRESSURE 0 PSI 40 DEGREES CELSIUS, CWP WARNING CAME ON. INSTALLED AND LOCK WIRED PROP RIG PIN PLUG. GROUND RUN AND OPS CHECK GOOD. (M)									
7200 REXA	110PX 340A023	SAAB SF340A	GE CT75A2			ENGINE 31033101	FAILED RIGHT		1/11/98 REXA98008
RAPID RISE IN ITT ON RIGHT HAND ENGINE. SHUT DOWN AND RETURNED TO SDF. REMOVED AND REPLACED RIGHT HAND ENGINE. (X)									
7200 REXA	347AM 340A039	SAAB SF340A	GE CT75A2			ENGINE	OVERTEMP LEFT		1/8/98 REXA98006
ABORTED TAKEOFF, LEFT ENGINE TEMP 932 DEGREES. RAN ENGINES UP TO 108 PERCENT TORQUE. WITH LOW PRESSURE BLEEDS ON, TEMP WAS 900 DEGREES. OPS CHECK OK. (X)									
7261 REXA	344AM 340A030	SAAB SF340A	GE CT75A2			OIL SYSTEM	REQUIRED SERVICE RT ENGINE		1/9/98 REXA98011
ON TAXI, RIGHT HAND ENGINE OIL PRESSURE LIGHT CAME ON. RIGHT HAND ENGINE OIL LEVEL LOW, ADDED ONE QUART OF OIL. RUN-UP CHECKS GOOD. (X)									

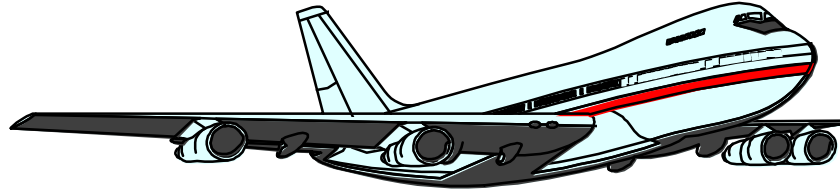
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DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

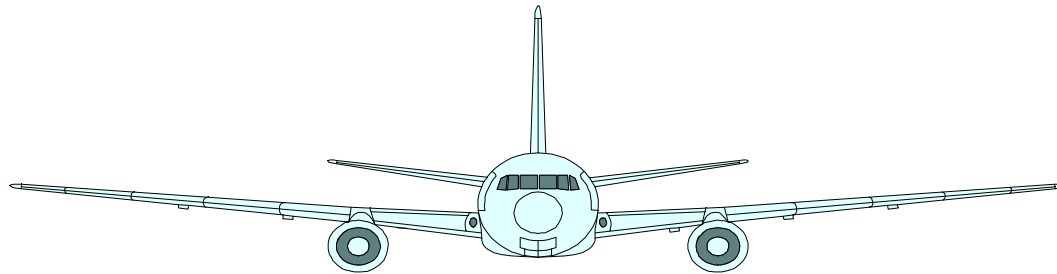
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7321 REXA	361PX 340B249	SAAB 340B	GE CT75A			DECU 6071T20P17	FAILED RT ENGINE		12/14/97 REXA97277
CTOT ON RIGHT ENGINE DOESN'T CATCH. REMOVED AND REPLACED RIGHT HAND DECU. GROUND RUN GOOD. CTOT CHECKS GOOD. (M)									
7321 REXA	402BH 340A058	SAAB SF340A	GE CT75A			FCU 7086M60G11	FAILED RT ENGINE		11/2/97 REXA97266
RT ITT FLUCTUATES FROM 150 DEGREES-900 DEGREES DURING POWER CHANGES AND SMALLER FLUCTUATES WHEN POWER STEADY. REMOVED AND REPLACED RT FCU. (M)									
7530 MALA	98XJ 098	SAAB SF340A				SHUTOFF VALVE 5056T88PO1	FAILED LEFT		1/20/98 MALA975908
DURING CLIMB-OUT, THE LT AIR VALVE LIGHT ILLUMINATED. AIRCRAFT RETURNED TO DTW. MAINTENANCE REPLACED THE LEFT BLEED AIR SHUTOFF VALVE. ALL CHECKS GOOD.									
7603 REXA	327PX 340A059	SAAB SF340A				CONDITION LEVER	OUT OF ADJUST RT ENGINE		1/13/98 REXA98013
BOTTOMING GOVERNOR IS ENGAGED BELOW MINIMUM GATE ON RIGHT HAND ENGINE. RIGGED RIGHT HAND CONDITION LEVER IAW AMM 76-10-00. GROUND RUNS CHECKED GOOD. (X)									
7722 REXA	112PX 340A025	SAAB SF340A				ITT GAUGE 523347	FAILED RT ENGINE		1/11/98 REXA98009
DURING CLIMB, ITT FLUCTUATED ON RIGHT GAUGE ERRATICALLY. REMOVED AND REPLACED RIGHT HAND ITT GAUGE. OPS CHECK GOOD. (X)									
7320 EQGA	702M AC702	SWRNGN SA227AC	GARRTT TPE33111U			'X' SCREW	OUT OF ADJUST LT/RT ENGINE		11/23/97 98ZZZM107
DFW - FLT 1231 - LEFT ENGINE READS 80 PERCENT TORQUE AND RIGHT ENGINE READS 95 PERCENT TORQUE AT 100 PERCENT RPM IN FLIGHT. EGT 620 DEGREES. AIRCRAFT RETURNED TO DFW. MAINTENANCE PERFORMED GROUND RUNS IAW SA227 MM AND GARRETT MM 71-00-00. COULD NOT DUPLICATE PROBLEM. AIRCRAFT RELEASED FOR SERVICE. 11-24-97 CONDITION REOCCURRED AS DETAILED ON MRR ASE97004. MAINTENANCE ADJUSTED SCREW 'X' ON BOTH ENGINES AND PERFORMED ASSOCIATED GROUND RUNS. GROUND RUNS AT 100 PERCENT RPM ATTAINED TARGET TORQUE. (M)									
7320 EQGA	702M AC702	SWRNGN SA227AC	GARRTT TPE33110U			'X' SCREW	OUT OF ADJUST LT/RT ENGINE		11/24/97 98ZZZM108
DFW - FLT 1231 - BOTH ENGINES REPORTED LOW TORQUE DURING TAKEOFF ROLL, LEFT TORQUE 40 PERCENT, RIGHT TORQUE 80 PERCENT. TAKEOFF ABORTED. AIRCRAFT RETURNED TO GATE AND MAINTENANCE PROCEEDED TO INVESTIGATE. MAINTENANCE GROUND RUNS CONFIRMED LOW TORQUE ASSOCIATED WITH HIGH RPM OF 103 PERCENT ON EACH ENGINE. MAINTENANCE ADJUSTED SCREW 'X' ON THE ENGINES, GROUND RAN TO 100 PERCENT RPM AND ATTAINED TARGET TORQUE. AIRCRAFT RELEASED BACK TO REVENUE SERVICE. (M)									

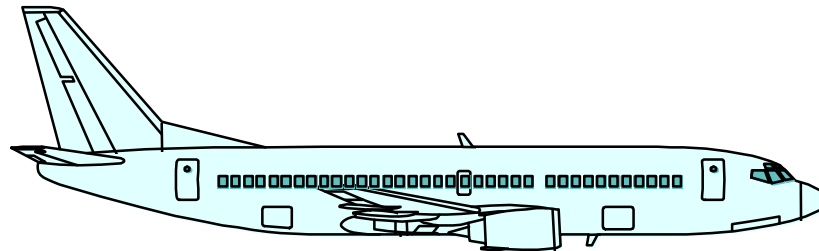
(End of DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY)



INTERNATIONAL



SERVICE DIFFICULTY REPORT



INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY

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7322		BOEING 72777C	PWA JT8D7A			SENSOR	FOD NR 1 ENG P2 IN		11/19/97 AU971497
(AUS) NO1 ENGINE P2 INLET BLOCKED BY A WASP.									
7603		BOEING 747SP38	RROYCE RB211524D419			BOLT AS26117	RUBBING POWER LEVER		7/16/97 AU971376
(AUS) NO2 ENGINE THRUST LEVER PLA TRANSDUCER ROD END EYE BOLT BINDING WITH FFR POWER LEVER INPUT ROD.									
2421		BOEING 757200				IDG 727792H	FAILED AC GEN-ALT		10/11/97 AU971443
(AUS) LH INTEGRATED DRIVE GENERATOR (IDG) FAULTY.									
(End of INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY)									



U.S. Department
of Transportation
**Federal Aviation
Administration**

SERVICE DIFFICULTY REPORT SUMMARY

AIR CARRIER - INDEX



The following information provides a tally of the Service Difficulty Reports (SDR's) contained in this weeks issue of the Air Carrier SDR Summary. The totals represent only a summation of the SDR's that were submitted to the FAA, Aviation Data Systems Branch, AFS-620, and processed in time for inclusion in the Summary. In the first table, the SDR's are sorted by the operator designator code and are listed in alphabetical order. The second table sorts the SDR's by the aircraft make and model. The heading at the top of each table provides a two digit Joint Aircraft System/Component (JASC) code grouping (e.g., JASC codes 1100 thru 1800 are represented by the heading labeled 11-18) which categorizes in general, the problem areas for each reported discrepancy.

The Flight Standards Service Difficulty Program objective is to achieve prompt and appropriate correction of conditions adversely affecting continued airworthiness of aeronautical products. This is accomplished by the collection of Service Difficulty and Malfunction or Defect Reports. SDR's are consolidation and collation into common data base where they are analyzed for trends, problems, and alert information. This information is then disseminated to the appropriate segments of the aviation community and to other FAA offices.

The number of SDR's submitted is not an indicator of the mechanical reliability or fitness of an air carrier's aircraft fleet and should not be used as such. The air carriers certificate holding office has the primary responsibility for planning, programming evaluations, and assessing the performance of operators. Questions regarding an air carrier's fleet performance should be directed to the appropriate Flight Standards District Office, Certificate Management Office, or Certificate Management Unit.

AIR CARRIER SUMMARY INDEX BY OPERATOR**1/25/98 To 1/31/98 ISSUE: 98-05 ZAC-326**

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
	AU S	0	1	0	0	0	0	2	0	3
	GL 23	0	0	2	0	0	0	0	0	2
	SO 03	0	1	0	0	0	0	0	0	1
	SO 11	0	0	0	0	2	0	0	0	2
	SO 25	0	1	0	0	0	0	1	0	2
A6WA	GL 31	0	5	5	0	6	0	2	0	18
AALA	SW 07	0	18	49	1	1	0	2	0	71
ABXA	GL 23	0	0	3	0	4	0	1	0	8
ASAA	NM 01	0	0	25	0	2	0	0	0	27
AWXA	WP 28	0	0	3	0	2	0	0	0	5
C2XA	SW 09	0	1	4	0	12	0	1	0	18
CALA	SW 09	0	4	6	0	27	0	1	0	38
CICA	SO 17	0	1	2	0	0	0	1	0	4
CKSA	GL 23	0	0	1	0	0	0	0	0	1
CLCA	SO 19	0	1	0	0	27	0	0	0	28
COMA	SO 01	0	5	6	0	3	0	0	0	14
DALA	SO 27	0	4	9	1	22	0	0	0	36
DHLA	SO 01	0	0	1	1	70	0	14	0	86
DM4R	SO 19	0	1	0	0	0	0	0	0	1
EIAA	NM 09	0	3	1	0	10	0	3	0	17
EISA	SW 07	0	0	0	0	15	0	2	0	17
EQGA	SW 19	0	0	0	0	0	0	2	0	2
EXOA	SO 17	0	0	0	0	0	0	2	0	2
F3LA	NM 03	0	1	0	0	2	0	0	0	3
FDEA	SO 25	0	2	4	0	7	0	0	0	13
GAIA	SW 07	0	2	0	0	0	0	0	0	2

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
GQFG	SW 09	0	1	0	0	0	0	0	0	1
GTIA	GL 23	0	2	3	0	0	0	0	0	5
HBCA	SW 11	0	0	0	0	1	0	0	1	2
IPXA	SO 01	0	0	2	0	53	0	0	0	55
JJBA	EA 01	0	0	0	0	0	0	2	0	2
K3HA	EA 25	0	0	5	0	0	0	0	0	5
M8XA	NM 03	0	0	1	0	0	0	0	0	1
MALA	GL 15	0	4	13	1	3	0	1	0	22
MASA	SW 07	0	0	7	0	0	0	0	0	7
MWEA	GL 31	0	1	3	0	10	0	0	0	14
NWAA	GL 01	0	4	31	0	25	0	2	0	62
P2EA	CE 05	0	1	0	0	14	0	0	0	15
P5CA	WP 23	0	1	3	0	16	0	4	0	24
PCAA	EA 13	0	0	3	0	0	0	0	0	3
PLGA	NE 05	0	0	0	0	1	0	0	0	1
OXEA	NM 09	0	3	7	0	2	1	0	0	13
RAAA	AL 03	0	0	1	0	1	0	1	0	3
RAIA	CE 03	0	0	0	0	0	0	2	0	2
REXA	SO 25	0	4	8	0	0	1	7	0	20
RRXA	WP 15	0	0	3	0	2	0	0	0	5
RYNA	CE 07	0	1	0	0	0	0	0	0	1
SABA	SO 33	0	1	0	0	0	1	0	0	2
SCNA	GL 15	0	2	1	0	5	0	0	0	8
SIMA	SW 21	0	1	3	0	0	0	0	0	4
SJ3R	GL 05	0	0	0	0	0	1	0	0	1
SWAA	SW 07	0	2	10	0	31	0	4	0	47
SWIA	NM 07	0	1	4	1	0	0	1	0	7

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
TAOA	EA 15	0	1	3	0	0	0	0	0	4
TC8A	GL 23	0	0	0	0	0	0	1	0	1
TSAA	WP 13	0	0	29	0	0	0	0	0	29
TWAA	CE 05	0	3	1	0	1	0	2	0	7
TWRA	EA 15	0	0	1	0	0	0	0	0	1
UALA	WP 29	0	41	44	3	7	0	26	0	121
USAA	EA 19	0	5	13	0	8	0	2	0	28
VNAA	GL 07	0	1	2	0	0	0	0	0	3
VTZA	EA 27	0	1	0	0	0	0	2	0	3
W8PA	NM 03	0	0	6	0	5	0	0	0	11
WRLA	EA 27	0	1	0	0	0	0	0	0	1
WTAA	WP 17	0	1	4	0	0	0	1	0	6
WWMA	WP 15	0	0	2	0	0	0	0	0	2
YADA	AL 01	0	0	1	0	0	0	0	0	1
ZIAA	GL 23	0	2	0	0	0	0	0	0	2
TOTALS		0	136	335	8	397	4	92	1	973

(End of AIR CARRIER SUMMARY INDEX by OPERATOR Report)

AIR CARRIER SUMMARY INDEX by MANUFACTURER MAKE and MODEL**1/25/98 To 1/31/98 ISSUE: 98-05 ZAC-326**

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
AEROSP	ATR42300	0	0	2	0	0	0	0	0	2
AEROSP	ATR42320	0	0	2	0	7	0	0	0	9
AEROSP	ATR72202	0	0	0	0	0	0	1	0	1
AEROSP	ATR72212	0	0	2	0	0	0	0	0	2
AIRBUS	A300B4605R	0	1	1	0	0	0	0	0	2
AIRBUS	A310222	0	2	0	0	0	0	0	0	2
AIRBUS	A320211	0	1	2	0	0	0	0	0	3
AIRBUS	A320212	0	0	2	0	0	0	0	0	2
AIRBUS	A320231	0	1	1	0	0	0	0	0	2
AIRBUS	A320232	0	3	3	0	0	0	0	0	6
BAG	BAE146200A	0	1	4	0	1	0	2	0	8
BAG	BAE146300A	0	3	1	0	5	0	0	0	9
BAG	JETSTM3101	0	2	4	0	0	1	0	0	7
BAG	JETSTM3201	0	2	0	0	0	0	2	0	4
BAG	JETSTM3201	0	1	0	0	0	0	0	0	1
BEECH	1900C	0	0	1	0	0	0	0	0	1
BEECH	1900D	0	0	0	0	0	0	2	0	2
BEECH	1900D	0	0	0	0	0	1	0	0	1
BOEING	707330C	0	1	0	0	27	0	0	0	28
BOEING	727172C	0	1	0	0	0	0	0	0	1
BOEING	72722	0	0	0	0	1	0	0	0	1
BOEING	727221	0	0	0	0	0	0	1	0	1
BOEING	727222	0	8	16	0	3	0	2	0	29
BOEING	727223	0	2	6	0	15	0	0	0	23
BOEING	727224	0	0	0	0	1	0	0	0	1
BOEING	727225	0	2	6	0	7	0	0	0	15
BOEING	727227	0	1	2	0	1	0	0	0	4

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BOEING	72722C	0	0	1	0	22	0	0	0	23
BOEING	72723	0	0	0	1	70	0	14	0	85
BOEING	727231	0	1	1	0	0	0	1	0	3
BOEING	727232	0	0	1	0	4	0	0	0	5
BOEING	727233	0	0	3	0	4	0	0	0	7
BOEING	727243	0	1	2	0	17	0	0	0	20
BOEING	727247	0	1	4	0	2	0	0	0	7
BOEING	72725	0	0	1	0	0	0	0	0	1
BOEING	727251	0	0	1	0	0	0	0	0	1
BOEING	727254	0	0	1	0	0	0	0	0	1
BOEING	7272A1	0	0	0	0	1	0	0	0	1
BOEING	7272S2F	0	0	1	0	0	0	0	0	1
BOEING	7272S7	0	0	0	0	0	0	1	0	1
BOEING	72777C	0	0	0	0	0	0	1	0	1
BOEING	737201	0	0	0	0	2	0	0	0	2
BOEING	737210C	0	0	2	0	0	0	0	0	2
BOEING	737219	0	0	1	0	0	0	0	0	1
BOEING	737222	0	3	2	0	2	0	1	0	8
BOEING	737230C	0	0	7	0	0	0	0	0	7
BOEING	737232	0	0	0	1	1	0	0	0	2
BOEING	737277	0	0	1	0	0	0	0	0	1
BOEING	737281	0	0	0	0	14	0	0	0	14
BOEING	737291	0	0	1	0	0	0	0	0	1
BOEING	737297	0	0	1	0	0	0	0	0	1
BOEING	737298C	0	0	3	0	0	0	0	0	3
BOEING	7372B7	0	0	2	0	0	0	0	0	2
BOEING	7372H4	0	0	5	0	27	0	3	0	35

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BOEING	7372L9	0	1	0	0	0	0	0	0	1
BOEING	7372Q8C	0	0	0	0	1	0	0	0	1
BOEING	7372Q9	0	0	3	0	0	0	0	0	3
BOEING	7372S2C	0	0	2	0	0	0	0	0	2
BOEING	7372S5C	0	0	5	0	0	0	0	0	5
BOEING	7372T4	0	0	2	0	0	0	0	0	2
BOEING	7372U9	0	0	1	0	0	0	0	0	1
BOEING	7372X6C	0	0	11	0	0	0	0	0	11
BOEING	737301	0	1	3	0	5	0	0	0	9
BOEING	737317	0	0	1	0	0	0	0	0	1
BOEING	737322	0	4	3	0	0	0	2	0	9
BOEING	73733A	0	0	0	0	2	0	0	0	2
BOEING	73733R	0	0	1	0	0	0	0	0	1
BOEING	7373A4	0	0	2	0	2	0	0	0	4
BOEING	7373B7	0	0	4	0	1	0	0	0	5
BOEING	7373H4	0	2	2	0	1	0	1	0	6
BOEING	7373Q8	0	0	1	0	0	0	0	0	1
BOEING	7373T0	0	0	0	0	4	0	0	0	4
BOEING	7373T5	0	0	1	0	1	0	0	0	2
BOEING	7373Y0	0	0	0	0	1	0	0	0	1
BOEING	737401	0	1	2	0	0	0	0	0	3
BOEING	737490	0	0	2	0	0	0	0	0	2
BOEING	7374B7	0	0	0	0	3	0	0	0	3
BOEING	7374Q8	0	0	7	0	0	0	0	0	7
BOEING	737522	0	1	0	0	0	0	0	0	1
BOEING	747121	0	0	0	0	5	0	0	0	5
BOEING	747122	0	1	0	0	0	0	0	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BOEING	747123	0	0	1	0	1	0	1	0	3
BOEING	747124	0	0	1	0	5	0	2	0	8
BOEING	747131	0	0	1	0	0	0	1	0	2
BOEING	747132	0	1	1	0	11	0	1	0	14
BOEING	747222B	0	0	1	0	0	0	0	0	1
BOEING	747238B	0	1	1	0	0	0	1	0	3
BOEING	747243B	0	0	0	0	0	0	1	0	1
BOEING	747249F	0	0	0	0	0	0	1	0	1
BOEING	747251B	0	0	0	0	4	0	0	0	4
BOEING	747251F	0	0	0	0	4	0	0	0	4
BOEING	747273C	0	1	0	0	0	0	0	0	1
BOEING	747451	0	2	2	0	0	0	0	0	4
BOEING	747SP38	0	0	0	0	0	0	1	0	1
BOEING	747SR46	0	1	0	0	0	0	2	0	3
BOEING	757200	0	1	0	0	0	0	0	0	1
BOEING	757222	0	6	2	1	2	0	11	0	22
BOEING	757223	0	0	6	0	0	0	0	0	6
BOEING	757225	0	0	0	0	0	0	1	0	1
BOEING	757232	0	0	0	0	3	0	0	0	3
BOEING	767201	0	0	1	0	0	0	0	0	1
BOEING	767222	0	1	1	0	0	0	3	0	5
BOEING	767223	0	3	8	0	0	0	0	0	11
BOEING	767232	0	0	0	0	1	0	0	0	1
BOEING	767322	0	1	3	1	0	0	1	0	6
BOEING	767323	0	7	10	0	0	0	0	0	17
BOEING	767332	0	0	1	0	0	0	0	0	1
BOEING	777222	0	4	0	0	0	0	1	0	5

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
CESSNA	402B	0	0	0	0	1	0	0	1	2
CESSNA	750	0	0	2	0	0	0	0	0	2
CNDAIR	CL6002B19	0	2	3	1	2	0	0	0	8
CVAC	240D	0	1	0	0	0	0	0	0	1
DHAV	DHC7102	0	1	2	0	0	0	1	0	4
DHAV	DHC8102	0	2	6	1	1	0	0	0	10
DHAV	DHC8202	0	0	7	0	0	1	0	0	8
DORNER	DO328100	0	1	2	0	0	0	0	0	3
DOUG	DC1010	0	6	10	1	1	0	2	0	20
DOUG	DC1010F	0	0	0	0	2	0	0	0	2
DOUG	DC1015	0	0	1	0	0	0	0	0	1
DOUG	DC1030	0	3	5	0	1	0	1	0	10
DOUG	DC8*	0	1	0	0	0	0	0	0	1
DOUG	DC861F	0	0	0	0	0	0	1	0	1
DOUG	DC862	0	0	2	0	0	0	0	0	2
DOUG	DC863F	0	0	2	0	2	0	1	0	5
DOUG	DC871	0	0	1	0	0	0	0	0	1
DOUG	DC871F	0	0	0	0	1	0	0	0	1
DOUG	DC873F	0	0	1	0	30	0	0	0	31
DOUG	DC8F55	0	2	0	0	0	0	0	0	2
DOUG	DC914	0	0	3	0	0	0	0	0	3
DOUG	DC915	0	0	3	0	0	0	0	0	3
DOUG	DC915F	0	1	1	0	5	0	0	0	7
DOUG	DC931	0	3	12	0	1	0	1	0	17
DOUG	DC932	0	3	3	0	27	0	0	0	33
DOUG	DC932F	0	0	0	0	1	0	0	0	1
DOUG	DC933F	0	1	0	0	0	0	1	0	2

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	TOTAL
DOUG	DC941	0	0	2	0	1	0	0	0	3
DOUG	DC951	0	0	6	0	0	0	1	0	7
DOUG	DC981	0	0	1	0	2	0	1	0	4
DOUG	DC982	0	8	18	1	5	0	2	0	34
DOUG	DC983	0	1	5	0	0	0	0	0	6
DOUG	MD11	0	2	5	0	0	0	0	0	7
DOUG	MD88	0	2	0	0	7	0	0	0	9
EMB	EMB120ER	0	1	4	0	0	0	1	0	6
EMB	EMB120RT	0	5	7	0	6	0	1	0	19
EMB	EMB145	0	0	0	0	0	0	1	0	1
FOKKER	F28MK0100	0	1	3	0	0	0	0	0	4
FOKKER	F28MK4000	0	1	6	0	1	0	0	0	8
GULSTM	G1159B	0	1	0	0	0	0	1	0	2
JETAIR	JETSTM4101	0	0	0	0	0	0	1	0	1
LEAR	35A	0	0	0	0	0	0	2	0	2
LEAR	35LEAR	0	1	0	0	0	0	0	0	1
LKHEED	10113851	0	0	2	0	0	0	0	0	2
LKHEED	1011385115	0	0	2	0	2	0	0	0	4
LKHEED	10113853	0	1	0	0	0	0	0	0	1
LKHEED	188C	0	0	0	0	1	0	1	0	2
RAYTHN	HAWKER800XP	0	0	0	0	2	0	0	0	2
SAAB	340B	0	2	5	0	2	0	1	0	10
SAAB	SF340A	0	5	14	0	2	1	7	0	29
SWRNGN	SA227AC	0	0	0	0	0	0	2	0	2
TOTALS		0	136	335	8	397	4	92	1	973

(End of AIR CARRIER SUMMARY INDEX by OPERATOR Report)

THIS WEEKS PARTICIPANTS BY OPERATOR DESIGNATOR**1/25/98 To 1/31/98 ISSUE: 98-05 ZAC-326**

<u>OPER. DESIG.</u>	<u>OPERATOR NAME</u>	<u>FAA DIST. OFF.</u>
A6WA	AIR WISCONSIN AIRLINES CORPORATION	GL31
AALA	AMERICAN AIRLINES INC	SW07
ABXA	ABX AIR INC	GL23
ASAA	ALASKA AIRLINES INC	NM01
AWXA	AMERICA WEST AIRLINES INC	WP28
C2XA	CONTINENTAL EXPRESS INC	SW09
CALA	CONTINENTAL AIRLINES INC	SW09
CICA	PARADISE ISLAND AIRLINES INC	SO17
CKSA	AMERICAN INTERNATIONAL AIRWAYS INC	GL23
CLCA	CHALLENGE AIR CARGO INC	SO19
COMA	COMAIR INC	SO01
DALA	DELTA AIR LINES INC	SO27
DHLA	DHL AIRWAYS INC	SO01
DM4R	AIRCRAFT SYSTEMS DIV OF COM-JET COR	SO19
EIAA	EVERGREEN INTERNATIONAL AIRLINES IN	NM09
EISA	EXPRESS ONE INTERNATIONAL INC	SW07
EOGA	EXEC EXPRESS II INC	SW19
EXOA	HOP A JET INC	SO17
F3LA	FRONTIER AIRLINES INC	NM03
FDEA	FEDERAL EXPRESS CORP	SO25
GAIA	KITTY HAWK AIRCARGO INC	SW07
GQFG	GARRETT FLYING SERVICE	SW09
GTIA	SPIRIT AIRLINES INC	GL23
IPXA	UNITED PARCEL SERVICE CO	SO01
JJBA	CHAMPLAIN ENTERPRISES INC	EA01
K3HA	KIWI INTERNATIONAL AIRLINES	EA25
M8XA	MOUNTAIN AIR EXPRESS INC	NM03
MALA	MESABA AVIATION INC	GL15
MASA	MESA AIR GROUP INC	SW07
MWEA	MIDWEST EXPRESS AIRLINES INC	GL31
NWAA	NORTHWEST AIRLINES INC	GL01
P2EA	VANGUARD AIRLINES INC	CE05
P5CA	POLAR AIR CARGO INC	WP23
PCAA	ALLEGHENY AIRLINES INC	EA13
PLGA	BUSINESS EXPRESS INC	NE05
QXEA	HORIZON AIR INDUSTRIES INC	NM09

<u>OPER. DESIG.</u>	<u>OPERATOR NAME</u>	<u>FAA DIST. OFF.</u>
RAAA	REEVE ALEUTIAN AIRWAYS INC	AL03
RAIA	TRANS STATES AIRLINES INC	CE03
REXA	EXPRESS AIRLINES I INC	SO25
RRXA	EMERY WORLDWIDE AIRLINES INC	WP15
RYNA	RYAN INTERNATIONAL AIRLINES INC	CE07
SABA	CCAIR INC	SO33
SCNA	SUN COUNTRY AIRLINES INC	GL15
SIMA	SIMMONS AIRLINES INC	SW21
SJ3R	HARTZELL PROPELLER INC	GL05
SWAA	SOUTHWEST AIRLINES CO	SW07
SWIA	SKYWEST AIRLINES INC	NM07
TAOA	SHUTTLE INC	EA15
TC8A	TRANS CONTINENTAL AIRLINES INC	GL23
TSAA	ALOHA AIRLINES INC	WP13
TWAA	TRANS WORLD AIRLINES INC	CE05
TWRA	TOWER AIR INC	EA15
UALA	UNITED AIR LINES INC	WP29
USAA	USAIR INC	EA19
VNAA	PSA AIRLINES INC	GL07
VTZA	ATLANTIC COAST AIRLINES	EA27
W8PA	WESTERN PACIFIC AIRLINES INC	NM03
WRLA	WORLD AIRWAYS INC	EA27
WTAA	WESTAIR COMMUTER AIRLINES INC	WP17
WWMA	WINGS WEST AIRLINES INC	WP15
YADA	ALASKA CENTRAL EXPRESS INC	AL01
ZIAA	ZANTOP INTERNATIONAL AIRLINES INC	GL23

(End of THIS WEEKS PARTICIPANTS BY OPERATOR DESIGNATOR Report)

JOINT AIRCRAFT SYSTEM/COMPONENT CODE TABLE

PREFACE

The Joint Aircraft System/Component (JASC) Code Table is a modified version of the Air Transport Association of America (ATA), Specification 100 code. It was developed by the Federal Aviation Administration's (FAA), Aviation Data Systems Branch (AFS-620). Technical support was provided by the Galaxy Scientific Corporation, and various representatives of the air carrier and general aviation community.

Over the past four years, the JASC format of the ATA Spec 100 code has gained widespread industry acceptance. In a harmonized effort, the FAA's counterparts in Australia and Canada have adopted the JASC code with only a few exceptions. Some Canadian aircraft manufacturers have also recently adopted this new standard.

This code table is constructed by using the new JASC four (4) digit code, along with an abbreviated code title. The abbreviated titles have been modified in some cases to clarify the intended use of the accompanying code. This table can be used as a quick reference chart, to assist in the coding and review of aircraft structures or systems data (i.e., Service Difficulty Report (SDR), Accident/Incident Report).

The current coding scheme used in the JASC code was introduced in May 1991, for the technical classification of SDR's. Its predecessor, the FAA aircraft system/component code, was a similar but more complex eight-digit code which was developed over 25 years ago. It was constructed around the computer technology of that period. It consisted of a four digit numerical code plus a four alpha character code to make data retrieval possible. Since that time, computer technology has advanced many fold. Reducing the code from eight to four characters simplifies coding, and in some cases, makes JASC coding match the ATA Specification 100 first three digits, which are used to identify aircraft systems. The ATA code does not reference the fourth digit, so it is free to be used for identifying components.

The JASC code aircraft structural section has increased due to problems inherent with aging aircraft. As an example, FAA code 5301 SXBD was expanded to 20 items due to the high rate of reporting in this area (8021 structural reports were received in 1989). In some instances, there was very little reporting and codes were combined into other systems if the safety impact was not significant. The overall reduction in codes has been from 568 FAA codes to 488 JASC codes, with the significant increase being in the structural area as stated earlier.

The JASC code divides the engine section into two major code groups to separate the turbine and reciprocating engines. The codes for the turbine engines are in JASC Chapter 72, Turbine/Turboprop Engine. The codes for the reciprocating engines are now exclusively found in JASC Chapter 85, Reciprocating Engine.

The other major deviation from ATA Spec 100 is in ATA section 2730, specifically involves the stall warning system. Early technology (primarily on smaller aircraft) directly linked the sensing of flight attitude to one of the components which furnished the means of manually controlling the flight attitude characteristics (elevator). Today, most large transport category aircraft utilize electronic units to sense the change in the environmental condition called stall, and use the data to influence navigation. ATA section 3410, Flight Environment Data, includes high speed warning in its code definition. Stall warning (low speed) is the reciprocal term of high speed warning, so its filing under the same code appears more logical. Thus, with the JASC code it was decided to move the stall warning system to Chapter 34 under the separate code JASC code 3418, Stall Warning System.

The FAA is continuing to pursue worldwide involvement from operators and manufacturers in addressing the need for international standardization of aircraft system/component codes. The ultimate goal is to develop a universal aircraft/component numbering standard which can be used in the manufacturer's maintenance manual, wiring diagram manual, system manuals and illustrated parts catalog. This harmonized standard must be a usable standard for the aircraft manufacturers, air carrier operators and the general aviation community.

We welcome comments and feedback regarding the possible forming of working groups to achieve this long range consideration of possibly harmonizing the ATA Specification 100 code and the JASC code. Comments may be directed to the FAA, Aviation Data Sytem Branch, AFS-620, P.O. Box 25082, Oklahoma City, OK 73125.

JOINT AIRCRAFT SYSTEM/COMPONENT CODE TABLE

JASC/ TITLE

11 PLACARDS AND MARKINGS

1100 PLACARDS AND MARKINGS

12 SERVICING

1210 FUEL SERVICING
1220 OIL SERVICING
1230 HYDRAULIC FLUID SERVICING
1240 COOLANT SERVICING

18 HELICOPTER VIBRATION

1800 HELICOPTER VIB/NOISE ANALYSIS
1810 HELICOPTER VIBRATION ANALYSIS
1820 HELICOPTER NOISE ANALYSIS

21 AIR CONDITIONING

2100 AIR CONDITIONING SYSTEM
2110 CABIN COMPRESSOR SYSTEM
2120 AIR DISTRIBUTION SYSTEM
2121 AIR DISTRIBUTION FAN
2130 CABIN PRESSURE CONTROL SYSTEM
2131 CABIN PRESSURE CONTROLLER
2132 CABIN PRESSURE INDICATOR
2133 PRESSURE REGUL/OUTFLOW VALVE
2134 CABIN PRESSURE SENSOR
2140 HEATING SYSTEM
2150 CABIN COOLING SYSTEM
2160 CABIN TEMPERATURE CONTROL SYSTEM
2161 CABIN TEMPERATURE CONTROLLER
2162 CABIN TEMPERATURE INDICATOR
2163 CABIN TEMPERATURE SENSOR
2170 HUMIDITY CONTROL SYSTEM

22 AUTO FLIGHT

2200 AUTO FLIGHT SYSTEM
2210 AUTOPILOT SYSTEM
2211 AUTOPILOT COMPUTER
2212 ALTITUDE CONTROLLER
2213 FLIGHT CONTROLLER
2214 AUTOPILOT TRIM INDICATOR
2215 AUTOPILOT MAIN SERVO
2216 AUTOPILOT TRIM SERVO
2220 SPEED-ATTITUDE CORRECT. SYSTEM
2230 AUTO THROTTLE SYSTEM
2250 AERODYNAMIC LOAD ALLEVIATING

23 COMMUNICATIONS

2300 COMMUNICATIONS SYSTEM
2310 HF COMMUNICATION SYSTEM
2311 UHF COMMUNICATION SYSTEM
2312 VHF COMMUNICATION SYSTEM
2320 DATA TRANSMISSION AUTO CALL
2330 ENTERTAINMENT SYSTEM
2340 INTERPHONE & PA SYSTEM
2350 AUDIO INTEGRATING SYSTEM
2360 STATIC DISCHARGE SYSTEM
2370 AUDIO/VIDEO MONITORING

24 ELECTRICAL POWER

2400 ELECTRICAL POWER SYSTEM
2410 ALTERNATOR-GENERATOR DRIVE
2420 AC GENERATION SYSTEM
2421 AC GENERATOR-ALTERNATOR
2422 AC INVERTER
2423 PHASE ADAPTER

24 ELECTRICAL POWER CONT'D

2424 AC REGULATOR
2425 AC INDICATING SYSTEM
2430 DC GENERATING SYSTEM
2431 BATTERY OVERHEAT WARN. SYSTEM
2432 BATTERY/CHARGER SYSTEM
2433 DC RECTIFIER-CONVERTER
2434 DC GENERATOR-ALTERNATOR
2435 STARTER-GENERATOR
2436 DC REGULATOR
2437 DC INDICATING SYSTEM
2440 EXTERNAL POWER SYSTEM
2450 AC POWER DISTRIBUTION SYSTEM
2460 DC POWER/DISTRIBUTION SYSTEM

25 EQUIPMENT/FURNISHINGS

2500 CABIN EQUIPMENT/FURNISHINGS
2510 FLIGHT COMPARTMENT EQUIPMENT
2520 PASSENGER COMPARTMENT EQUIPMENT
2530 BUFFET/GALLEYS
2540 LAVATORIES
2550 CARGO COMPARTMENTS
2551 AGRICULTURAL SPRAY SYSTEM
2560 EMERGENCY EQUIPMENT
2561 LIFE JACKET
2562 EMERGENCY LOCATOR BEACON
2563 PARACHUTE
2564 LIFE RAFT
2565 ESCAPE SLIDE
2570 ACCESSORY COMPARTMENT
2571 BATTERY BOX STRUCTURE
2572 ELECTRONIC SHELF SECTION

26 FIRE PROTECTION

2600 FIRE PROTECTION SYSTEM
2610 DETECTION SYSTEM
2611 SMOKE DETECTION
2612 FIRE DETECTION
2613 OVERHEAT DETECTION
2620 EXTINGUISHING SYSTEM
2621 FIRE BOTTLE, FIXED
2622 FIRE BOTTLE, PORTABLE

27 FLIGHT CONTROLS

2700 FLIGHT CONTROL SYSTEM
2701 CONTROL COLUMN SECTION
2710 AILERON CONTROL SYSTEM
2711 AILERON TAB CONTROL SYSTEM
2720 RUDDER CONTROL SYSTEM
2721 RUDDER TAB CONTROL SYSTEM
2722 RUDDER ACTUATOR
2730 ELEVATOR CONTROL SYSTEM
2731 ELEVATOR TAB CONTROL SYSTEM
2740 STABILIZER CONTROL SYSTEM
2741 STABILIZER POSITION INDICATING
2742 STABILIZER ACTUATOR
2750 TE FLAP CONTROL SYSTEM
2751 TE FLAP POSITION IND. SYSTEM
2752 TE FLAP ACTUATOR
2760 DRAG CONTROL SYSTEM
2761 DRAG CONTROL ACTUATOR
2770 GUST LOCK/DAMPER SYSTEM
2780 LE FLAP CONTROL SYSTEM
2781 LE FLAP POSITION IND. SYSTEM
2782 LE FLAP ACTUATOR

28 FUEL

2800 AIRCRAFT FUEL SYSTEM
2810 FUEL STORAGE
2820 ACFT FUEL DISTRIB. SYSTEM
2821 ACFT FUEL FILTER/STRAINER
2822 FUEL BOOST PUMP
2823 FUEL SELECTOR/SHUTOFF VALVE
2824 FUEL TRANSFER VALVE
2830 FUEL DUMP SYSTEM
2840 ACFT FUEL INDICATING
2841 FUEL QUANTITY INDICATOR
2842 FUEL QUANTITY SENSOR
2843 FUEL TEMPERATURE INDICATING
2844 FUEL PRESSURE INDICATOR

29 HYDRAULIC POWER

2900 HYDRAULIC POWER SYSTEM
2910 HYDRAULIC, MAIN SYSTEM
2911 HYDRAULIC POWER-ACCUMULATOR-MAIN
2912 HYDRAULIC FILTER-MAIN SYSTEM
2913 HYDRAULIC PUMP. ELECT-ENG.-MAIN
2914 HYDRAULIC HANDPUMP-MAIN
2915 HYDRAULIC PRESSURE RELIEF VLV-MAIN
2916 HYDRAULIC RESERVOIR-MAIN
2917 HYDRAULIC PRESSURE REGULATOR-MAIN
2920 HYDRAULIC, AUXILIARY SYSTEM
2921 HYDRAULIC ACCUMULATOR-AUXILIARY
2922 HYDRAULIC FILTER-AUXILIARY
2923 HYDRAULIC PUMP-AUXILIARY
2925 HYDRAULIC PRESSURE RELIEF-AUXILIARY
2926 HYDRAULIC RESERVOIR-AUXILIARY
2927 HYDRAULIC PRESSURE REGULATOR-AUX.
2930 HYDRAULIC SYSTEM INDICATING
2931 HYDRAULIC PRESSURE INDICATOR
2932 HYDRAULIC PRESSURE SENSOR
2933 HYDRAULIC QUANTITY INDICATOR
2934 HYDRAULIC QUANTITY SENSOR

30 ICE AND RAIN PROTECTION

3000 ICE/RAIN PROTECTION SYSTEM
3010 AIRFOIL ANTI/DE-ICE SYSTEM
3020 AIR INTAKE ANTI/DE-ICE SYSTEM
3030 PITOT/STATIC ANTI-ICE SYSTEM
3040 WINDSHIELD/DOOR RAIN/ICE REMOVAL
3050 ANTENNA/RADOME ANTI-ICE/DE-ICE SYSTEM
3060 PROP/ROTOR ANTI-ICE/DE-ICE SYSTEM
3070 WATER LINE ANTI-ICE SYSTEM
3080 ICE DETECTION

31 INSTRUMENTS

3100 INDICATING/RECORDING SYSTEM
3110 INSTRUMENT PANEL
3120 INDEPENDENT INSTRUMENTS (CLOCK, ETC.)
3130 DATA RECORDERS (FLT/MAINT)
3140 CENTRAL COMPUTERS (EICAS)
3150 CENTRAL WARNING
3160 CENTRAL DISPLAY
3170 AUTOMATIC DATA

32 LANDING GEAR

3200 LANDING GEAR SYSTEM
3201 LANDING GEAR/WHEEL FAIRING
3210 MAIN LANDING GEAR
3211 MAIN LANDING GEAR ATTACH SECTION
3212 EMERGENCY FLOTATION SECTION
3213 MAIN LANDING GEAR STRUT/AXLE/TRUCK
3220 NOSE/TAIL LANDING GEAR
3221 NOSE/TAIL LANDING GEAR ATTACH SECTION
3222 NOSE/TAIL LANDING GEAR STRUT/AXLE
3230 LANDING GEAR RETRACT/EXT. SYSTEM
3231 LANDING GEAR DOOR RETRACT SECTION
3232 LANDING GEAR DOOR ACTUATOR
3233 LANDING GEAR ACTUATOR
3234 LANDING GEAR SELECTOR
3240 LANDING GEAR BRAKE SYSTEM
3241 BRAKE ANTI-SKID SECTION
3242 BRAKE
3243 MASTER CYL/BRAKE VALVE
3244 TIRE
3245 TIRE TUBE
3246 WHEEL/SKI/FLOAT
3250 LANDING GEAR STEERING SYSTEM
3251 STEERING UNIT
3252 SHIMMY DAMPER
3260 LANDING GEAR POSITION & WARNING
3270 AUXILIARY GEAR (TAIL SKID)

33 LIGHTS

3300 LIGHTING SYSTEM
3310 FLIGHT COMPARTMENT LIGHTING
3320 PASSENGER COMPARTMENT LIGHTING
3330 CARGO COMPARTMENT LIGHTING
3340 EXTERIOR LIGHTING
3350 EMERGENCY LIGHTING

34 NAVIGATION

3400 NAVIGATION SYSTEM
3410 FLIGHT ENVIRONMENT DATA
3411 PITOT/STATIC SYSTEM
3412 OUTSIDE AIR TEMP. IND./SENSOR
3413 RATE OF CLIMB INDICATOR
3414 AIRSPEED/MACH INDICATING
3415 HIGH SPEED WARNING
3416 ALTIMETER, BAROMETRIC/ENCODER

34 NAVIGATION CONT'D

3417 AIR DATA COMPUTER
3418 STALL WARNING SYSTEM
3420 ATTITUDE AND DIRECTION DATA SYSTEM
3421 ATTITUDE GYRO & IND. SYSTEM
3422 DIRECTIONAL GYRO & IND. SYSTEM
3423 MAGNETIC COMPASS
3424 TURN & BANK/RATE OF TURN INDICATOR
3425 INTEGRATED FLT. DIRECTOR SYSTEM
3430 LANDING & TAXI AIDS
3431 LOCALIZER/VOR SYSTEM
3432 GLIDE SLOPE SYSTEM
3433 MICROWAVE LANDING SYSTEM
3434 MARKER BEACON SYSTEM
3435 HEADS UP DISPLAY SYSTEM
3436 WIND SHEAR DETECTION SYSTEM
3440 INDEPENDENT POS. DETERMINING SYSTEM
3441 INERTIAL GUIDANCE SYSTEM
3442 WEATHER RADAR SYSTEM
3443 DOPPLER SYSTEM
3444 GROUND PROXIMITY SYSTEM
3445 AIR COLLISION AVOIDANCE SYSTEM (TCAS)
3446 NON RADAR WEATHER SYSTEM
3450 DEPENDENT POSITION DETERMINING SYSTEM
3451 DME/TACAN SYSTEM
3452 ATC TRANSPONDER SYSTEM
3453 LORAN SYSTEM
3454 VOR SYSTEM
3455 ADF SYSTEM
3456 OMEGA NAVIGATION SYSTEM
3457 GLOBAL POSITIONING SYSTEM
3460 FLIGHT MANAGE. COMPUTING SYSTEM

35 OXYGEN

3500 OXYGEN SYSTEM
3510 CREW OXYGEN SYSTEM
3520 PASSENGER OXYGEN SYSTEM
3530 PORTABLE OXYGEN SYSTEM

36 PNEUMATIC

3600 PNEUMATIC SYSTEM
3610 PNEUMATIC DISTRIBUTION SYSTEM
3620 PNEUMATIC INDICATING SYSTEM

37 VACUUM

3700 VACUUM SYSTEM
3710 VACUUM DISTRIBUTION SYSTEM
3720 VACUUM INDICATING SYSTEM

38 WATER/WASTE

3800 WATER & WASTE SYSTEM
3810 POTABLE WATER SYSTEM
3820 WASH WATER SYSTEM
3830 WASTE DISPOSAL SYSTEM
3840 AIR SUPPLY (WATER PRESS. SYSTEM)

45 CENTRAL MAINT. SYSTEM

4500 CENTRAL MAINT. COMPUTER

49 AIRBORNE AUXILIARY POWER

4900 AIRBORNE APU SYSTEM
4910 APU COWLING/CONTAINMENT
4920 APU CORE ENGINE
4930 APU ENGINE FUEL & CONTROL
4940 APU START/IGNITION SYSTEM
4950 APU BLEED AIR SYSTEM
4960 APU CONTROLS
4970 APU INDICATING SYSTEM
4980 APU EXHAUST SYSTEM
4990 APU OIL SYSTEM

51 STANDARD PRACTICES/STRUCTURES

5100 STANDARD PRACTICES/STRUCTURES
5101 AIRCRAFT STRUCTURES
5102 BALLOON REPORTS

52 DOORS

5200 DOORS
5210 PASSENGER/CREW DOORS
5220 EMERGENCY EXIT
5230 CARGO/BAGGAGE DOORS
5240 SERVICE DOORS
5241 GALLEY DOORS
5242 E/E COMPARTMENT DOORS
5243 HYDRAULIC COMPARTMENT DOORS
5244 ACCESSORY COMPARTMENT DOORS
5245 AIR CONDITIONING COMPART. DOORS
5246 FLUID SERVICE DOORS

5247 APU DOORS
5248 TAIL CONE DOORS
5250 FIXED INNER DOORS
5260 ENTRANCE STAIRS
5270 DOOR WARNING SYSTEM
5280 LANDING GEAR DOORS

53 FUSELAGE

5300 FUSELAGE STRUCTURE (GENERAL)
5301 AERIAL TOW EQUIPMENT
5302 ROTORCRAFT TAIL BOOM
5310 FUSELAGE MAIN STRUCTURE
5311 FUSELAGE MAIN FRAME
5312 FUSELAGE MAIN BULKHEAD
5313 FUSELAGE MAIN LONGERON/STRINGER
5314 FUSELAGE MAIN KEEL
5315 FUSELAGE MAIN FLOOR BEAM
5320 FUSELAGE MISCELLANEOUS STRUCTURE
5321 FUSELAGE FLOOR PANEL
5322 FUSELAGE INTERNAL MOUNT STRUCTURE
5323 FUSELAGE INTERNAL STAIRS
5324 FUSELAGE FIXED PARTITIONS
5330 FUSELAGE MAIN PLATE/SKIN
5340 FUSELAGE MAIN ATTACH FITTINGS
5341 WING ATTACH FITTINGS (ON FUSELAGE)
5342 STABILIZER ATTACH FITTINGS
5343 LANDING GEAR ATTACH FITTINGS
5344 FUSELAGE DOOR HINGES
5345 FUSELAGE EQUIPMENT ATTACH FITTINGS
5346 POWERPLANT ATTACH FITTINGS
5347 SEAT/CARGO ATTACH FITTINGS
5350 FUSELAGE AERODYNAMIC FAIRINGS

54 NACELLES/PYLONS

5400 NACELLE/PYLON STRUCTURE
5410 MAIN FRAME (ON NACELLE/PYLON)
5411 FRAME/SPAR/RIB(NACELLE/PYLON)
5412 BULKHEAD/FIREWALL (NAC/PYLON)
5413 LONGERON/STRINGER (NAC/PYLON)
5414 PLATE SKIN (NAC/PYLONS)
5415 ATTACH FITTINGS (NAC/PYLON)

55 STABILIZERS

5500 EMPENNAGE STRUCTURE
5510 HORIZONTAL STABILIZER STRUCTURE
5511 HORIZONTAL STABILIZER SPAR/RIB
5512 HORIZONTAL STABILIZER PLATE/SKIN
5513 HORIZONTAL STABILIZER TAB STRUCTURE
5520 ELEVATOR STRUCTURE

55 STABILIZERS CONT'D

5521 ELEVATOR SPAR/RIB STRUCTURE
5522 ELEVATOR PLATES/SKIN STRUCTURE
5523 ELEVATOR TAB STRUCTURE
5530 VERTICAL STABILIZER STRUCTURE
5531 VERTICAL STABILIZER SPAR/RIB STRUCTURE
5532 VERTICAL STABILIZER PLATES/SKIN
5533 VENTRAL STRUCTURE (ON VERT. STAB)
5540 RUDDER STRUCTURE
5541 RUDDER SPAR/RIB STRUCTURE
5542 RUDDER PLATE/SKIN STRUCTURE
5543 RUDDER TAB STRUCTURE
5550 EMPENNAGE FLT. CONT. ATTACH FITTING
5551 HORIZONTAL STABILIZER ATTACH FITTING
5552 ELEVATOR/TAB ATTACH FITTINGS
5553 VERT. STAB. ATTACH FITTINGS
5554 RUDDER/TAB ATTACH FITTINGS

56 WINDOWS

5600 WINDOW/WINDSHIELD SYSTEM
5610 FLIGHT COMPARTMENT WINDOWS
5620 PASSENGER COMPARTMENT WINDOWS
5630 DOOR WINDOWS
5640 INSPECTION WINDOWS

57 WINGS

5700 WING STRUCTURE
5710 WING MAIN FRAME STRUCTURE
5711 WING SPAR STRUCTURE
5712 WING RIB STRUCTURE
5713 WING LONGERON/STRINGER
5714 WING CENTER BOX
5720 WING MISCELLANEOUS STRUCTURE
5730 WING PLATES/SKINS
5740 WING ATTACH FITTINGS
5741 WING, FUSELAGE ATTACH FITTINGS
5742 WING, NAC/PYLON ATTACH FITTINGS
5743 WING, LANDING GEAR ATTACH FITTINGS
5744 CONTROL SURFACE ATTACH FITTINGS
5750 WING CONTROL SURFACE STRUCTURE
5751 AILERON STRUCTURE
5752 AILERON TAB STRUCTURE
5753 TE FLAP STRUCTURE
5754 LEADING EDGE DEVICE STRUCTURE
5755 SPOILER STRUCTURE

61 PROPELLERS/PROPULSORS

6100 PROPELLER SYSTEM
6110 PROPELLER ASSEMBLY
6111 PROPELLER BLADE SECTION
6112 PROPELLER DE-ICE BOOT SECTION
6113 PROPELLER SPINNER SECTION
6114 PROPELLER HUB SECTION
6120 PROPELLER CONTROL SYSTEM
6121 PROPELLER SYNCHRONIZER SECTION
6122 PROPELLER GOVERNOR
6123 PROPELLER FEATHERING/REVERSING
6130 PROPELLER BRAKING
6140 PROPELLER INDICATING SYSTEM

62 MAIN ROTOR

6200 MAIN ROTOR SYSTEM
6210 MAIN ROTOR BLADES
6220 MAIN ROTOR HEAD
6230 MAIN ROTOR MAST/SWASHPLATE
6240 MAIN ROTOR INDICATING SYSTEM

63 MAIN ROTOR DRIVE

6300 MAIN ROTOR DRIVE SYSTEM
6310 ENGINE/TRANSMISSION COUPLING
6320 MAIN ROTOR GEARBOX
6321 MAIN ROTOR BRAKE
6322 ROTORCRAFT COOLING FAN SYSTEM
6330 MAIN ROTOR TRANSMISSION MOUNT
6340 ROTOR DRIVE INDICATING SYSTEM

64 TAIL ROTOR

6400 TAIL ROTOR SYSTEM
6410 TAIL ROTOR BLADE
6420 TAIL ROTOR HEAD
6440 TAIL ROTOR INDICATING SYSTEM

65 TAIL ROTOR DRIVE

6500 TAIL ROTOR DRIVE SYSTEM
6510 TAIL ROTOR DRIVE SHAFT
6520 TAIL ROTOR GEARBOX
6540 TAIL ROTOR DRIVE INDICATING SYSTEM

67 ROTORS FLIGHT CONTROL

6700 ROTORCRAFT FLIGHT CONTROL
6710 MAIN ROTOR CONTROL
6711 TILT ROTOR FLIGHT CONTROL
6720 TAIL ROTOR CONTROL SYSTEM
6730 ROTORCRAFT SERVO SYSTEM

71 POWERPLANT

7100 POWERPLANT SYSTEM
7110 ENGINE COWLING SYSTEM
7111 COWL FLAP SYSTEM
7112 ENGINE AIR BAFFLE SECTION
7120 ENGINE MOUNT SECTION
7130 ENGINE FIRESEALS
7160 ENGINE AIR INTAKE SYSTEM
7170 ENGINE DRAINS

72 TURBINE/TURBOPROP ENGINE

7200 ENGINE (TURBINE/TURBOPROP)
7210 TURBINE ENGINE REDUCTION GEAR
7220 TURBINE ENGINE AIR INLET SECTION
7230 TURBINE ENGINE COMPRESSOR SECTION
7240 TURBINE ENGINE COMBUSTION SECTION
7250 TURBINE SECTION
7260 TURBINE ENGINE ACCESSORY DRIVE
7261 TURBINE ENGINE OIL SYSTEM
7270 TURBINE ENGINE BYPASS SECTION

73 ENGINE FUEL & CONTROL

7300 ENGINE FUEL & CONTROL
7310 ENGINE FUEL DISTRIBUTION
7311 ENGINE FUEL-OIL COOLER
7312 FUEL HEATER
7313 FUEL INJECTOR NOZZLE
7314 ENGINE FUEL PUMP
7320 FUEL CONTROLLING SYSTEM
7321 FUEL CONTROL/ELECTRONIC
7322 FUEL CONTROL/CARBURETOR
7323 TURBINE GOVERNOR
7324 FUEL DIVIDER
7330 ENGINE FUEL INDICATING SYSTEM
7331 FUEL FLOW INDICATING
7332 FUEL PRESSURE INDICATING
7333 FUEL FLOW SENSOR
7334 FUEL PRESSURE SENSOR

74 IGNITION

7400 IGNITION SYSTEM
7410 IGNITION POWER SUPPLY
7411 LOW TENSION COIL
7412 EXCITER
7413 INDUCTION VIBRATOR
7414 MAGNETO/DISTRIBUTOR
7420 IGNITION HARNESS (DISTRIBUTION)
7421 SPARK PLUG/IGNITER
7430 IGNITION SWITCHING

75 AIR

7500 ENGINE BLEED AIR SYSTEM
7510 ENGINE ANTI-ICING SYSTEM
7520 ENGINE COOLING SYSTEM
7530 COMPRESSOR BLEED CONTROL
7531 COMPRESSOR BLEED GOVERNOR
7532 COMPRESSOR BLEED VALVE
7540 BLEED AIR INDICATING SYSTEM

76 ENGINE CONTROLS

7600 ENGINE CONTROLS
7601 ENGINE SYNCHRONIZING
7602 MIXTURE CONTROL
7603 POWER LEVER
7620 ENGINE EMERGENCY SHUTDOWN SYSTEM

77 ENGINE INDICATING

7700 ENGINE INDICATING SYSTEM
7710 POWER INDICATING SYSTEM
7711 ENGINE PRESSURE RATIO (EPR)
7712 ENGINE BMEP/TORQUE INDICATING
7713 MANIFOLD PRESSURE (MP) INDICATING
7714 ENGINE RPM INDICATING SYSTEM
7720 ENGINE TEMP. INDICATING SYSTEM
7721 CYLINDER HEAD TEMP (CHT) INDICATING
7722 ENG. EGT/TIT INDICATING SYSTEM
7730 ENGINE IGNITION ANALYZER SYSTEM
7731 ENGINE IGNITION ANALYZER
7732 ENGINE VIBRATION ANALYZER
7740 ENGINE INTEGRATED INSTRUMENT SYSTEM

78 ENGINE EXHAUST

7800 ENGINE EXHAUST SYSTEM
7810 ENGINE COLLECTOR/TAILOPIPE/NOZZLE
7820 ENGINE NOISE SUPPRESSOR
7830 THRUST REVERSER

79 ENGINE OIL

7900 ENGINE OIL SYSTEM (AIRFRAME)
7910 ENGINE OIL STORAGE (AIRFRAME)
7920 ENGINE OIL DISTRIBUTION (AIRFRAME)
7921 ENGINE OIL COOLER
7922 ENGINE OIL TEMP. REGULATOR
7923 OIL SHUTOFF VALVE
7930 ENGINE OIL INDICATING SYSTEM
7931 ENGINE OIL PRESSURE
7932 ENGINE OIL QUANTITY
7933 ENGINE OIL TEMPERATURE

80 STARTING

8000 ENGINE STARTING SYSTEM
8010 ENGINE CRANKING
8011 ENGINE STARTER
8012 ENGINE START VALVES/CONTROLS

81 TURBOCHARGING

8100 EXHAUST TURBINE SYSTEM (RECIP)
8110 POWER RECOVERY TURBINE (RECIP)
8120 EXHAUST TURBOCHARGER

82 WATER INJECTION

8200 WATER INJECTION SYSTEM

83 ACCESSORY GEARBOXES

8300 ACCESSORY GEARBOXES

85 RECIPROCATING ENGINE

8500 ENGINE (RECIPROCATING)
8510 RECIPROCATING ENGINE FRONT SECTION
8520 RECIPROCATING ENGINE POWER SECTION

8530 RECIPROCATING ENGINE CYLINDER SECTION
8540 RECIPROCATING ENGINE REAR SECTION
8550 RECIPROCATING ENGINE OIL SYSTEM

MECHANICS CREED

UPON MY HONOR I swear that I shall hold in sacred trust the rights and privileges conferred upon me as a certified mechanic. Knowing full well that the safety and lives of others are dependent upon my skill and judgment, I shall never knowingly subject others to risks which I would not be willing to assume for myself, or for those dear to me.

IN DISCHARGING this trust, I pledge myself never to undertake work or approve work which I feel to be beyond the limits of my knowledge; nor shall I allow any non-certificated superior to persuade me to approve aircraft or equipment as airworthy against my better judgment; nor shall I permit my judgment to be influenced by money or other personal gain; nor shall I pass as airworthy aircraft or equipment about which I am in doubt, either as a result of direct inspection or uncertainty regarding the ability of others who have worked on it to accomplish their work satisfactorily.

I REALIZE the grave responsibility which is mine as a certified airman, to exercise my judgment on the airworthiness of aircraft and equipment. I, therefore, pledge unyielding adherence to these precepts for the advancement of aviation and for the dignity of my vocation.